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日三初月六年酉辛

HONGKONG, THURSDAY, JULY 7TH, 1921.

四拜禮 號七月七年十國民華中

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7.00 a.m. to 8.00 a.m. every 15 minutes.	
8.00 " " 9.30 " " 10 " "	
9.30 " " 11.00 " " 15 " "	
11.30 " " 12.30 p.m. " 15 " "	
12.30 p.m. " 2.30 " " 15 " "	
2.30 " " 5.00 " " 15 " "	
5.00 " " 8.10 " " 10 " "	

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11.45 p.m.	
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8.00 a.m. to 10.30 a.m. every 15 minutes.	
10.30 " " 11.00 " " 10 " "	
11.30 " " 12.00 noon " 15 " "	
12.00 noon " 1.00 p.m. " 10 " "	
1.00 p.m. " 5.30 " " 15 " "	
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(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23
CANTON (at Sha Tau)	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
SHANGHAI	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
YANGTZE	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
WANGSU	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
CHANG	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
CHIAO	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
CHIAO	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
CHIAO	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
CHIAO	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
CHIAO	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.

UP TRAINS

Stations	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33
CANTON (at Sha Tau)	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
SHANGHAI	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
YANGTZE	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
WANGSU	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
CHANG	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
CHIAO	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
CHIAO	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
CHIAO	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
CHIAO	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
CHIAO	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.

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THE WAR OF THE TWO KWANGS.

The following 'communiqués' have been received by us from Canton:

SELF-GOVERNMENT FOR KWANGSI.

GENERAL CHEN'S ASSISTANCE.

General Chen Chiung-ming, Commander-in-Chief of the Cantonese Army in the campaign against the Kwangsi militarists, is doing his best to assist the people in Kwangsi to attain self-government, as announced in his statement issued before his departure for the front. First, gambling in Wuchow and other cities in Kwangsi that have been captured by the Cantonese troops is now prohibited. The gambling curse which the Kwangsi militarists do not hesitate to license wherever they rule, is strictly tabooed by the Cantonese Army. Then instead of appointing magistrates to the different districts in Kwangsi that are now under the control of the Cantonese Army, the natives are asked to recommend their own choice for the magistracy, pending preparations for popular election.

The Kwangsi people seem to appreciate the good intentions of the Cantonese as the villagers and peasants, instead of being frightened at the approach of the Cantonese troops, give them a warm welcome. Businessmen too have immense faith in the Cantonese campaign and the notice issued by the Kwangtung Provincial Bank at Canton are accepted at par as legal tender in Wuchow market while the military notes issued by the Kwangsi militarists are greatly depreciated.

GENERAL SKETCH OF CAMPAIGN.

In order to acquaint the general public of the strength of the Cantonese Army and their operations along the different fronts, the following facts will help give the public a general idea of the campaign. About 70,000 men have been sent out to the different fronts in defence of the province. The entire force is divided into three sections, namely, the North River section under General Hsu Sung-chi, who is in command of about 30,000 men; the West River or Wuchow section under General Ngai Bong-ping, Yeh Chu and directly under the personal supervision of General Chen Chiung-ming, Commander-in-Chief; the Kao Lay section under General Wang Tai-wei, Chon Chiung-kwang and Hu Han-ching.

In the Wuchow section, the strength of the Cantonese Army is about 30,000 men while that of the Kao Lay section is 40 battalions, or nearly 35,000 strong. With the capture of Wuchow and other cities further up the West River, the forces there are meeting with no serious resistance for the Kwangsi troops are now being pursued and have been forced to Hsuehchow which is midway on the river between Wuchow and Nanning, the capital of Kwangsi. The troops in the Kao Lay section, however, are opposed to the best division of the Kwangsi under command of Lu Yu-kwang, the son of War Lord Lu Yung-ting. This Kwangsi division is striving to reach the coast where outside assistance from the Peking Government can be obtained.

Another reason for the determined effort of the Kwangsi militarists to gain the coast is the fact that they are being hemmed in on every side of the province and they have to seek some way to escape. The capture of Tsen-Hsi on the 24th June has cut off the retreat of the Kwangsi troops and rendered their position in Kao Lay district precarious.

According to latest reports, the troops from Yunnan are entering Kwangsi by way of Bosh while the other Yunnanese troops under General Li Lieh-chun who are stationed in southern Hunan have already entered the province from the north and are threatening Kweichow, the old provincial seat of Kwangsi. Troops from Kweichow under General Loo Tzu-Commander-in-Chief of the troops in Kweichow province are already on the march towards Liu-chow. With outside assistance cut off and with the allied forces of the Cantonese Army within a short distance of his lair, Nanning, the War Lord Lu Yung-ting's fate seems to be doomed.

DR. SUN AND GENERAL CHEN DENOUNCED.

CIRCULAR TELEGRAM BY COMMANDERS OF KWANGTUNG TROOPS.

From a different source from that which supplied the above information we have received the following copy of a telegram from the Peking troops, at Kowchow, Linchow and Yanchow, denouncing Sun Man and Chan Kwing Ming:

"To the President and the Cabinet at Peking, Commissioner Tso at Po Ting, Commissioner Chang at Mukden, Commissioner Wong at Wuchang, Assistant Commissioner Ng at Lok Yang, Military Governor Chan at Kiangsi, Military Governor Li at Fukien, Commissioner Luk, Military Governor Tam and Defence Commissioner Chan in Kwang Sai, Military and Civil Governors of all provinces, Leung Shi Yi, Ip Yu Fu, Kong King Om and all our fellow countrymen at Peking, Leung Kai Chiu, Chan Lai Shang, Shum Chun Hun, Mok Wing Son, Wan Chung Lu and Li Kan Yuen, the Chinese General Chamber of Commerce in Hongkong, all Guilds in Canton and the Press.

"Since his occupation of Kwangtung, Chan Kwing Ming has done nothing that is to the benefit of his fellow-countrymen. He placed the Government entirely under the hands of the members of his own party in breach of his promise to leave the province to be governed by its people. He trampled the Parliament under his foot and suppressed the Press. He seized the property of the people by force, charging them falsely with being rebels. He compelled the purchase of 'Public Loan Bonds' under the pretext that the proceeds are for the reconstruction of the province. He nullified the notes of the Bank of China, reducing thousands of people into bankruptcy, and minted sub-coins of inferior quality to the suffering of the whole province. His soldiers, acted cruelly and recklessly like wolves. He

sold official posts by means of the 'election scheme' and levied fees on all kinds of licences with cruelty. Indeed no words can explain his cruel and wicked actions. Further he encouraged false doctrines to the prejudice of the morality of the scholars. He supported Chan Tui San in preaching the nationalization of women and the hatred of filial piety, and appointed Yuan Chan Ying Head Master of the Government College, who advocates immorality and abolition of good virtues. Indeed the province is in a hopeless state of chaos, and Chan Kwing Ming is to blame for it.

"Of late Sun Man has falsely assumed the title of President, and rebelled against the Republic. With the support of Chan Kwing Ming and his men, Sun has preached Bolshevism in violation of the Constitution. He has secretly allied with Russia, and raised a large amount of foreign loans. Not only will this bring calamity upon the province, but will also cause the destruction of the whole Republic. Their crimes have been published in all provinces, and confidential orders have been issued by the Central Government for their punishment. Realising the danger of the Republic and trouble of the province, we together with all the soldiers in Kuo Chow and Lai Chow have risen under the command of Kwong Tung, and shall expel the rebels Sun Man and Chan Kwing Ming with all determination. It is right that makes might, and it depends on our undertaking that peace will be restored to the Republic. All of you love your country, and we appeal to your assistance, so that the rebels can be removed, and Canton can have its bright days again.

Chan Tsz Shin, Chau Mo, Ngan Chok Lin, Wong Shun Shung, Wong To, Wong Yam Wan, Chau Kwai Sham, Au Yeung Ming, Leung Ping Wan, Chan King, Ip Tai Sham, Li Shiu Pak, Wong Tuk Cheung, Chan Lai Hi, Wong To Ping, Ng Hon Ping, Cheung Shai Hung and all other Commanders of the Kwang Tung Troops in Kuo Chau and Lai Chau.

AMMUNITION AT MACAO FOR CANTON GOVERNMENT.

On Tuesday the s.s. *Fu Cheung* reached Macao with more than 100 cases of ammunition and uniforms, the property of the Canton Government. The latter has notified the Macao Government that the ammunition is to be kept there pending shipment to King Chow by Pui Hoi steamers. It is now on board a cargo boat alongside the Kong Tung wharf.

LAWS OF THE SEA. SHIPOWNERS' OPPOSITION TO CONTROL BY THE STATE.

A conference of the Maritime Law Committee of the International Law Association was recently held at Gray's Inn Hall, Sir Henry Duke presiding.

Sir Norman Hill, speaking on the question whether freedom of contract on the carriage of goods by sea should be absolute, or should be limited by legislation, said British shipowners were unanimous in their opposition to legislative control of their freedom. During the war it was perhaps necessary, but it was always unfortunate and generally disastrous. Cargo owners must state with precision the particular points on which they desired legislative control. Did they want the Government to prescribe exactly how all goods should be packed? That went to the root of the question of pilferage. Once Government interference started it would be hard indeed to limit it. The adoption of the recommendations of the Imperial Shipping Committee would mean a generation of action, in the Law Courts to decide what they really meant.

Mr. McConchey, representing cargo owners, agreed that the less Government control there was the better; but said that the cargo owners did not think they had freedom of contract at the present time. They had to accept bills of lading drawn up entirely by shipowners in their own language, and accretions were always creeping in.

Sir Alan Anderson said that conference would eliminate points of difference between shipowners and cargo owners, and would avoid disputes. Shipping people had a great dislike of law, though he said it with great diffidence in that company. (Laughter.)

Dr. Rombach (Holland) said that the conditions of bills of lading were often unreasonable. The question was a burning one in Holland where a new draft was in preparation. It was generally agreed that a compulsory bill of lading was, on the whole, less preferable than a statutory declaration of the liability of the shipowner.

Questions affecting the limitation of liability of shipowners were discussed, and on the suggestion of the chairman a sub-committee was appointed to formulate a report of the results.

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Chuzenji (Nikko) —	Kyoto Hotel	Nagasaki —	Shizuoka —
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Kamakura —	Matsumoto —	Nara —	Tokyo —
Kashida Hotel	Park Hotel	Nikko —	Imperial Hotel
Kanazawa —	Miyajima —	Kanaya Hotel	Tokyo Station Hotel
Mikasa Hotel	Miyajima Hotel	Nikko Hotel	Tenri Seiyoken Hotel
Mampei Hotel	Miyajima Hotel	Osaka —	Tokohama —
Kobe —	Fujiyama Hotel	Osaka Hotel	Grand Hotel
Oriental Hotel		Shimonoseki —	
Tor Hotel		San-yo Hotel	

IN TAIWAN (FORMOSA)

Taihoku — Taiwan Railway Hotel

IN CHOSEN

Sejo (Seoul) —
Chosen Hotel
Fusan —
Fusan Station Hotel
Shingishu —
Shingishu Station Hotel

IN MANCHURIA

Changchun —
Yamato Hotel
Dairen —
Yamato Hotel
Hoshigaura —
Yamato Hotel
Hotel (Mukden) —
Yamato Hotel
Ryoun (Port Arthur) —
Yamato Hotel

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HALL'S DISTEMPER

THE KING OF WATER PAINTS.

The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, germ proof, absolutely fast in colour, and when applied a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.

It sets hard, kills microbes and vermin, and disinfects. It is made in a wide range of 70 colours, including rich dark as well as light tints. The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.

Hall's Distemper decoration may be washed by lightly sponging down with clean tepid water. It remains clean, sweet and fresh for years.

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GREY FLANNELS
CREAM TWILL
CRICKET FLANNELS
SUPER and UNI-
FORM CLOTHS

IN CASE LOTS, single pieces

or short lengths

(any length cut).

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HEMP HATS for LADIES

in different shapes and assorted colours

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 Via Suez or Panama Canals at Owners' Option.

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 Regular Passenger and Cargo Service to
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SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai & Japan ports

Cargo to Overseas Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU ... Tuesday, 15th July, at 11 a.m.
 SUWA MARU ... Friday, 29th July, at 11 a.m.
 FUSHIMI MARU (omitting Manila) ... Tuesday, 23rd Aug., at 11 a.m.
 KATORI MARU ... Friday, 9th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
 Port Said and Marseilles.

KAGA MARU ... Friday, 8th July, at 11 a.m.
 YOKOHAMA MARU ... Saturday, 31st July, at 11 a.m.
 KLEIST MARU ... Friday, 8th Aug., at 11 a.m.
 MISHIMA MARU ... Friday, 19th Aug., at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.
LIVERPOOL & MARSEILLES via Suez.

TSUYAMA MARU ... Friday, 8th July.
MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
 Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 19th July, at 11 a.m.
 AKI MARU ... Tuesday, 16th Aug., at 11 a.m.
 TANGO MARU ... Tuesday, 20th Sept., at 11 a.m.

NEW YORK via SUEZ.
 TAKETOYO MARU ... Friday, 8th July.

SOUTH AMERICAN PORTS via CAPB.
 KANAGAWA MARU ... Friday, 16th September.

BOMBAY & COLOMBO via Singapore.
 TOTOMI MARU ... Sunday, 10th July.
 WAKASA MARU ... Monday, 25th July.

CALCUTTA & RANGOON via Singapore & Penang.
 MUBORAN MARU ... Wednesday, 13th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
 AKI MARU ... Saturday, 16th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
 MISHIMA MARU ... Friday, 8th July, at 11 a.m.
 TAKI MARU ... Tuesday, 12th July.
 YOKOHAMA MARU (Kobe direct) ... Wednesday, 13th July.

For further information apply to— **NIPPON YUSEN KAISHA**
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REGULAR FREIGHT & PASSENGER SERVICE
 BETWEEN
KEELUNG, HONGKONG & HAIPHONG.
 Sailing from Hongkong.

FOR HAIPHONG via Pakhoi
 S.S. "HOZUI MARU" ... on or about 21st July.

FOR KEELUNG via Swatow & Amoy
 S.S. "TAIKWA MARU" ... on or about 21st July.

For further particulars, please apply to—

Branch Office, No. 37, Bonham Strand, West, Tel. No. 155. **M. KOBAYASHI,** Agent, Top Floor, King's Building, Tel. No. 140.

JUDGES' SALARIES.

STRAIN OF TAXATION.

[BY A CORRESPONDENT IN THE "DAILY TELEGRAPH"]

While his Majesty's superior judges share in the general distribution of economic troubles, they cannot consistently with a traditional dignity seek relief by the forcible and unpleasant methods now so common. They may not adopt the economy policy, and restrict their output of judgments, decrees, declarations, and injunctions. In fact, their output is greater now than ever it was before. They may not try direct action by throwing off their wigs and robes and striking. They may not even grumble too audibly. If they contrive now and again, as they do, to insert subtly into the body of some judgment a vague reference to a personal grievance, it is a bold adventure. As the creation of statute, their only real reliance for the redress of grievances is upon strictly constitutional methods, and that involves their having friends in Parliament to take up their cause.

Members of the House of Commons are shortly to be asked to perform the congenial task of freeing their Parliamentary salaries from the incubus of income-tax. Now the Attorney-General announces that the Government have under consideration the revision of the judges' salaries, and soon it will be seen whether Parliament is to be asked to relieve these of tax also, or to increase them. In legal circles small doubt is felt that the first of these two alternatives will be projected.

Sir Gordon Hewart's statement was quite short and left something unexplained. It was to the effect that the Acts of 1851 and 1852, which determine the salaries of the Lord Chief Justice and the puisne judges respectively, contain provisions that those salaries are "to be paid net, free and clear of all taxes and charges." It did not then proceed to explain how it has arisen that tax is now, and has been for a great number of years, deducted. Pending enlightenment upon this point, it may be of some use to know that in 5 and 6 Victoria, passed so far back as 1842, judges' salaries are treated as if they were already liable to income-tax, because the method of collecting the tax is clearly laid down. Further, the Income-tax Act of 1918 states precisely that income-tax is payable in respect of "offices belonging to any court of justice in the United Kingdom." Exactly when, and under what statute or order, the emoluments of judges became taxable, needs official explanation.

REAL INCOME.

Out of the thirty-nine superior judges, thirty are paid the minimum salary of £2,000 a year. They are the President of the Probate, Divorce, and Admiralty Division, the five lords justices, and the twenty-four puisne judges. A calculation has been made that before the war, when income-tax stood at 1s. 3d. in the pound, the net income was £2,709, whereas now, with a very much higher income-tax, and super-tax added, the net income is £2,212. And, further, that if the depressed value of the pound sterling is also taken into account, the figure shrinks to a fraction over £2,000. In other words, a salary which was worth £2,709 in 1914, is worth only £2,000 in 1921. And the element is not to be ignored that practically alone among the servants of the State, his Majesty's judges received no bonus during the war. These being the circumstances, there does not appear to be much probability of any present-day judge, who has not at hand an ample private income and rich investments, leaving behind him half a million for distribution among his descendants, as the great Lord Eldon is said to have done.

The point will perhaps be raised that so far, at any rate, as the King's Bench judges are concerned, they may add considerably to their fixed salaries through the allowances they receive when on circuit of £7 10s. a day, in addition to travelling and other expenses. But there is good reason for thinking that little saving comes from that source. It used to be said before these allowances were granted by the Judicature Act, 1873, that circuit-going had very little attraction, because a judge might find on returning to town that he was several hundred pounds out of pocket. In any event, the profit derived can hardly be worth considering.

In process of time judges' salaries have undergone quite extraordinary changes. Between the reigns of William and Mary and George III. the remuneration of the puisne judges rose by stages from £1,000 a year to £4,000, and throughout the whole of that time certain fees and perquisites were allowed in addition, so that many judges died leaving large fortunes. In 1926 the fees and perquisites were taken away, and as compensation the salary was raised to £5,500—the highest point it has ever reached. Then Lord Brougham came along to reforming purpose, and all-round reductions were made, from which evolved the scale which obtains to-day, as follows:—

Lord Chancellor £10,000
 Lords of Appeal in Ordinary £6,000
 Lord Chief Justice £5,000
 Masters of the Rolls £4,000
 The President £3,000
 Lords Justices of Appeal £2,500
 Puisne Judges £2,000
 —£2,000 as judge and £4,000 as Speaker of the House of Lords.

SYSTEM OF SELECTION.

This is the most generous scale of judicial salaries paid in any country. On the other hand, our superior judges are fewer in proportion to the population than anywhere else. Just before the commencement of the war a former Lord Chancellor, Viscount Haldane, publicly expressed the opinion that no servant of the State, not even excepting the Lord Chancellor, was worth more than £5,000 a year. Great economic changes have taken place since that sentiment was uttered. But there are other matters besides economic changes which have a very direct bearing on the scale of judicial salaries, and one of them is our method of selecting judges.

(Continued at foot of next column.)

NOTICES TO CONSIGNEES

VEREENIGDE NEDERLANDSCHE
 SCHEEPVAART-MAATSCHAPPIJ
 (UNITED NETHERLANDS NAVIGATION CO.)
 HOLLAND-OOST AZIE LIJN
 (HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM HAMBURG, AMSTERDAM, LA PALICE, GENOA, LISBON and SINGAPORE.

THE Steamship "RADJA"
 having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 10th July, 1921, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 9th July, 1921, at 10 a.m., by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the underwriters in any case whatever.

Bills of Lading will be countersigned by JAVA-CHINA-JAPAN LYN, General Agents.

Hongkong, July 5th, 1921. [1144]

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
 AND
 CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"HELENUS"
 are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 5th July.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all goods remaining undelivered after the 11th July, will be subject to rent.

All Claims against the Steamer must be presented to the underwriters on or before the 25th July, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
 Hongkong, July 5th, 1921. [1148]

P. & O. S. N. CO.

STEAMERS FOR
STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

THE Steamship "DILWARA," Captain Babu, carrying His Majesty's Mails, will be despatched from this Port on or about SATURDAY, the 9th July, 1921, taking Passengers and Cargo for the above Ports, Suez and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents, and value of all packages are required.

For further particulars apply to—

MACKINNON, MACKENZIE & CO.,
 Agents.
 Hongkong, June 27th, 1921. [1109]

In practically all but the English-speaking countries the judges are selected from men who, from the beginning of their career, have trained themselves solely for that office, and who have never practised as advocates. In these islands, and in the Dominions and Colonies, and also in America, the Bench is recruited exclusively from men who are actively practising at the Bar. Accordingly, if the best-qualified and most successful men at the Bar are to be attracted to the Bench, the judicial salary offered to them must be on a scale which does not call for too violent a sacrifice of income. Otherwise the best men will not accept office, and the judicial standard will deteriorate. This point has been constantly pressed by eminent jurists, and by none more forcibly than Lord Phillimore, who, when once insisting that nothing should be done to diminish in any way the amenities of the judicial office, declared that "many leaders of the Bar make in one month the equivalent of a year's judicial income." If this relationship between Bar earnings and judicial salaries be deemed unsatisfactory from the economic standpoint, the fault is to be found in a traditional legal system which permits the counsel, unlike his fellow practitioner, the solicitor, to soar into a realm of fabulous fees without legislative interference. As matters stand, it may be said with perfect assurance that every counsel who accepts a judgeship makes some sacrifice of professional income, and in most cases a very substantial sacrifice. Perhaps the highest tribute that can be paid to the Bench of England is that so many have deemed this sacrifice not too great for the privilege of sharing its incomparable repute for honesty and independence.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION
 TIENTSIN via WHARF & CHEROOF "CHIPSING" ... Fri. 8th July, 10 a.m.
 SHANGHAI and KOBE "KUMSANG" ... Fri. 8th July, Noon.
 MANILA "LOONGSANG" ... Fri. 8th July, 3 p.m.
 SHANGHAI via SWATOW "CHOYSANG" ... Sat. 10th July, Dlight.
 SHANGHAI "HOPSA" ... Mon. 11th July, Noon.
 HONGKONG via HOIHOW "LOKSANG" ... Tues. 12th July, 8 a.m.
 BANGKOK via SWATOW "LEESANG" ... Tues. 12th July, 10 a.m.
 SANDAKAN "HENSANG" ... Tues. 12th July, Noon.
 CALCUTTA & CALQUETTA "NAMSANG" ... Tues. 12th July, 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodations, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Seaow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BURMESE LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Canton.

BANGKOK LINE.—A weekly service is provided between Hongkong, and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on or about Tuesday, 12th July, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA

Through Bills of Lading issued to RANGOON, PORT SWET, TENHAM, MADRAS and DUTCH EAST INDIES.

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GENERAL MANAGERS.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel Das Hongkong
 S.S. "GLENHANE" ... 12th July.
 M.V. "GLENAMORY" ... 23rd July.

HOMEWARDS.

Vessel Leaves Hongkong Discharges
 M.V. "GLENNAVY" 20th July GENOA, LONDON & HAMBURG.
 M.V. "GLENLOOE" 25th July LONDON, ROTTERDAM & HAMBURG.
 M.V. "GLENAMORY" 31st Aug. GLASGOW, LONDON & ROTTERDAM.
 M.V. "GLENADE" 25th Sept. GLASGOW & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

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Tel. No. 21 and 5 or 22 and 204.



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 3244, 3233.

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(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWASAKI.
 Vice-President: Mr. K. MATSUOKA.
 Managing Director: Mr. MAMATA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR
CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.
 And under the Company's Management:—
Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
 (Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the
KAWASAKI KISEN KAISHA.
 No. 8, Buxton, Kobe.

SHIPPING NEWS

ARRIVALS

July 6th.
Cap. Ardena, French str., 6,885 tons, Capt. T. Paulpre, from Haiphong, with a general cargo.—M.M.
Choyang, British str., 1,421 tons, Capt. H. G. Walker, from Canton, with a general cargo.—J.M. & Co.
Chuanan, British str., 1,338 tons, Capt. R. Lewis, from Bangkok and Swatow, with a general cargo.—B. & S.
Glenlure, British str., 4,120 tons, Capt. W. H. Kennett, from London and Singapore, with a general cargo.—J.M. & Co.
Haitong, British str., 1,270 tons, Capt. W. C. Passmore, from Swatow, with a general cargo.—Douglas S.S. Co.
Halerie, British str., 3,211 tons, Capt. A. Macfarlan, from Manila, with a general cargo.—Bank Line.
Huangung, British str., 1,536 tons, Capt. F. Richard, from Canton, with a general cargo.—J.M. & Co.
Hydrangea, British str., 561 tons, Capt. Jenkins, from Swatow, with a general cargo.—Chin On S.S. Co.
Kansa, British str., 1,113 tons, Capt. Williamson, from (Tingtau), with a general cargo.—B. & S.
Mukasa Maru, Japanese str., 1,061 tons, Capt. T. Ito, from Muku, with coal.—M.B.K.
Nishio Maru, Japanese str., 824 tons, Capt. Tamura, from Canton.—Kimura.
Pooler, Chinese str., 314 tons, Capt. Leung Hing, from K. C. Wan, with a general cargo.—Hung Shun.
Tanning, British str., 1,338 tons, Capt. J. D. Milne, from Manila, with a general cargo.—B. & S.

CLEARANCES

July 6th.
Cap. Ardena, for Shanghai.
Choyang, for Weihaiwei.
Golden State, for Shanghai.
Huangung, for Swatow.
Kwangung, for Shanghai.
Lake Ewingdale, for Singapore.
Nishio Maru, for Fuchow.
Tyndarus, for Kutchinzu.

PASSENGERS

ARRIVALS.
 Per *s.s. Haitong*, on July 6th:—Mrs. L. Ribeiro, Miss E. Perkins, Messrs. S. Ensvolden, E. Dietrich, P. Cobb, J. Ribbler, J. Hooper and F. Strahan.

SHIPPING MOVEMENTS

The R.M.S. *Empress of Asia* arrived at Kobe on July 5th, left there on July 6th, and is due at Nagasaki to-day, at 5 a.m.
 The N.Y.K. *s.s. Taishu Maru* (Liverpool line) left Singapore for this port on July 5th, and is expected here on July 11th.
 The *s.s. Teiresias* (Blue Funnel line) left Singapore on the 5th inst. for Hongkong, and is due here on the 10th inst.
 The *s.s. Euphrates* (Blue Funnel line) left Shanghai on the 5th inst. for Liverpool via Genoa, Barcelona, and Hongkong. She is due here to-morrow, and will sail on the 10th inst.

VESSELS EXPECTED

Arctonius (Blue Funnel), due August 7th.
Bolton Castle (Barber line), from New York, due end of July.
Cyclops (Blue Funnel), due July 19th.
Delaware (P. & O.), due July 5th, at about 7 a.m.
Empress of Asia, due July 14th.
Euphrates (Blue Funnel), due August 21st.
Empress of Asia (R.M.S.), due July 14th, at 7 a.m.
Empress of Japan, due July 7th, at 7 a.m.
Glaucus (Blue Funnel), due August 14th.
Halerie (American & Oriental), from New York, due beginning of July.
Kaga Maru (N.Y.K.), from Japan, due July 7th.
Mitsushima Maru (N.Y.K.), due July 7th.
Ningchow (Blue Funnel), due August 10th.
Sado Maru (N.Y.K.), due July 21st.
Tsushima Maru (N.Y.K.), from Dairen, due July 5th.
Teiresias (Blue Funnel line), due July 10th.
Totomi Maru (N.Y.K.), from Japan, due July 9th.

BOARD OF CONSERVANCY WORKS OF KWANGTUNG

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation	Highest W.L. ever recorded	Lowest W.L. ever recorded	W.L. July 4	W.L. July 5
Wuchow W. River	+79.50	-2.43	32.70	—
Fongmoon W. River	+14.70	-0.80	7.10	8.10
Linkongchow N. River	+57.00	—	16.50	—
Samshui N. River	+27.25	-5.00	11.90	12.00
Sheklung E. River	+15.15	-0.99	9.45	9.51

G. W. OLIVERSON,
 Engineer-in-Chief

WEATHER REPORT

July 6th, at 11.15.—Warning to Hongkong Coast Ports, &c.—A severe typhoon within 60 miles of Lat. 18 deg. N. and Long. 112 deg. E., moving N.W.

July 6th, at 11.15.—Local signal No. 4 hoisted.

July 6th, at 11.35.—Pressure has decreased slightly at Shanghai and Hongkong, and increased slightly from Formosa to Manila.

Observations from the *s.s. Tular*, and the *Cheribon Maru* indicate that at 8 a.m. this morning the typhoon was about latitude 18 deg. N. and longitude 112 deg. E., moving north-westward.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.28 inch. Total since January 1st, 64.16 inches against an average of 41.75 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast.
 Hongkong to Gap Rock { Cyclonic gales, rain.
 Formosa Channel { East winds, fresh.

South coast of China between (The same as Hongkong and Lamook) { No 1.

South coast of China between (The same as Hongkong and Hainan) { No 1.

HONGKONG TIDE TABLE

From 7th to July 13th, 1921.

Days of Week or Days of Month	HIGH WATER			LOW WATER		
	H'kong Standard Time	Height	H'kong Standard Time	Height	H'kong Standard Time	Height
Thur. 7	11 43	4.4	4 18	2.5	5 15	0.1
Fri. 8	10 43	7.6	4 18	2.5	5 15	0.1
Satur. 9	0 37	4.5	5 10	2.2	6 07	0.7
Sun. 10	11 43	7.0	5 10	2.2	6 07	0.7
Mon. 11	0 45	6.3	5 10	2.2	6 07	0.7
Tues. 12	1 53	4.8	5 10	2.2	6 07	0.7
Wed. 13	4 17	5.2	5 10	2.2	6 07	0.7

SUNRISE AND SUNSET

FOR THE MONTH OF JULY.

Date	Sunrise	Sunset
July 7th	5.44 a.m.	7.13 p.m.
July 8th	5.44 a.m.	7.13 p.m.
July 9th	5.44 a.m.	7.13 p.m.
July 10th	5.45 a.m.	7.12 p.m.
July 11th	5.45 a.m.	7.12 p.m.
July 12th	5.46 a.m.	7.12 p.m.
July 13th	5.46 a.m.	7.11 p.m.
July 14th	5.46 a.m.	7.11 p.m.
July 15th	5.47 a.m.	7.11 p.m.
July 16th	5.47 a.m.	7.10 p.m.
July 17th	5.48 a.m.	7.10 p.m.
July 18th	5.48 a.m.	7.10 p.m.
July 19th	5.49 a.m.	7.10 p.m.
July 20th	5.49 a.m.	7.10 p.m.
July 21st	5.50 a.m.	7.09 p.m.
July 22nd	5.50 a.m.	7.09 p.m.
July 23rd	5.51 a.m.	7.09 p.m.
July 24th	5.51 a.m.	7.08 p.m.
July 25th	5.51 a.m.	7.08 p.m.
July 26th	5.52 a.m.	7.08 p.m.
July 27th	5.52 a.m.	7.07 p.m.
July 28th	5.53 a.m.	7.07 p.m.
July 29th	5.53 a.m.	7.06 p.m.
July 30th	5.53 a.m.	7.06 p.m.
July 31st	5.54 a.m.	7.05 p.m.
August 1st	5.54 a.m.	7.05 p.m.

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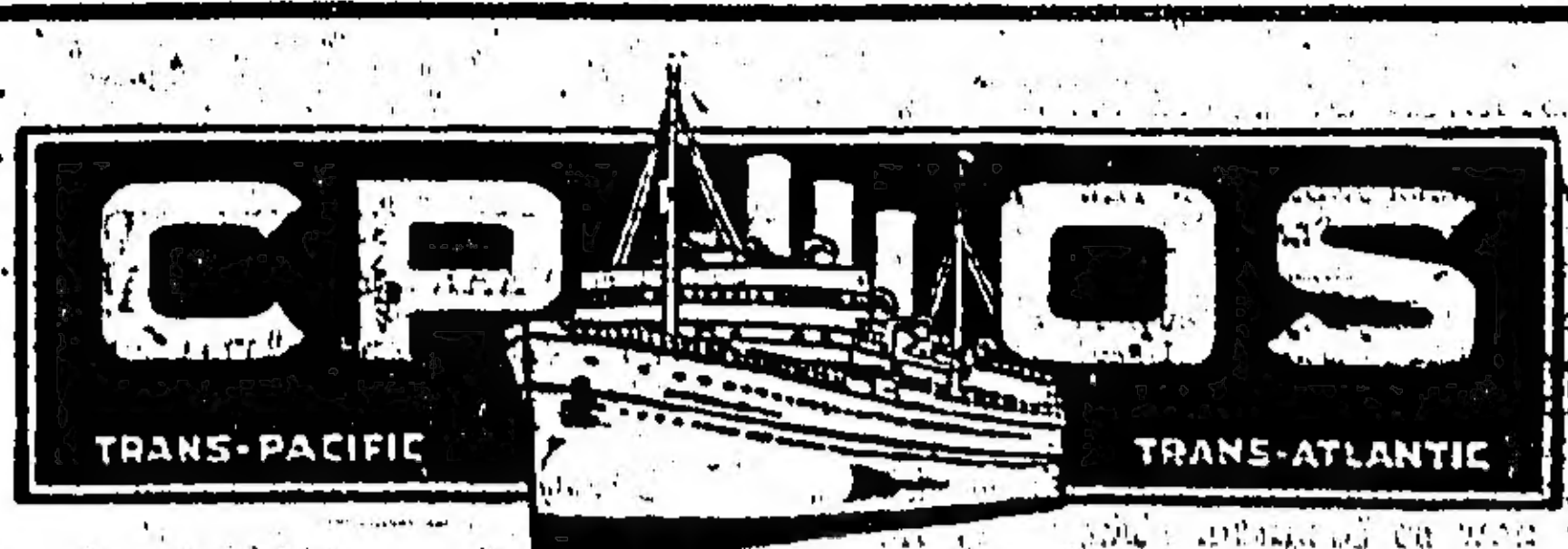
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E. Asia	July 21	Aug. 8	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16
E. Monicagle	Aug. 23	Sept. 16	Melita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
E. Monicagle	Oct. 26	Nov. 19	E. Britain	Nov. 26	Dec. 4

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TENYO MARU	22,000	Sept. 9th
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[19]

"TIJIKEMANG" PASSENGERS RELEASED. NO EXTRADITABLE OFFENCE PROVED.

The *Tjikemang* passengers lined up once more at the Magistrate, yesterday afternoon, their number having been reduced by one since the last hearing, because one man had been discharged as not identified by any of the witnesses as a participant in the disturbances on the s.s. *Tjikemang*. It will be remembered, that, a month ago, the Chinese passengers, generally, took up the case of a Chinese member of the crew against a Japanese and made demands upon the Captain accompanied with threats to kill. The "fugitives," as people appearing on extradition warrants are technically called, were identified as ringleaders in the disturbances.

At the last hearing, the Magistrate (Mr. R. E. Lindsett) found that "the attitude of a number of passengers, headed by the fugitives, was exceedingly fraudulent and menacing," but that a menacing attitude coupled with threats was not sufficient to constitute a revolt, and that "some definite act of violence must be proved before a charge of revolt can be established. Conspiracy to revolt there perhaps was, but no actual revolt."

The Magistrate, however, detained the fugitives, on bail, pending the arrival of a definite charge from the Netherlands-India Government and the solicitors for the defense, Mr. Leo D'Almada and Mr. M. K. Lo, asked for an opportunity to consider the legal aspects of this detention.

In reply to the Magistrate, Mr. G. H. Wakeman (the Crown Solicitor) said that no requisition had yet been received from the Netherlands-India Government. (The Treaty provides that such requisition must be received within 60 days).

Mr. D'Almada: Your Worship will remember that you gave your decision that there was no revolt, but only conspiracy to revolt.

The Magistrate: Well, there was some evidence of conspiracy.

Mr. D'Almada: I immediately urged, and Mr. Lo supported me, that in view of that decision the fugitives were entitled to their discharge on several grounds which I then mentioned. Since then, Mr. Lo has written to the Crown Solicitor asking whether he agreed with us.

(1.)—That a crime to be extraditable must be included in the list of crimes, not only of the Extradition Act, but also of the particular Extradition Treaty, and

(ii.)—That conspiracy to revolt is not within the Treaty between the Netherlands and England.

Mr. Wakeman's reply was: "I agree with your views as contained in your letter," so that, with regard to those two points, the Crown is with us. There is the third point, raised by your Worship, that the words "any other crime" appear in Article II. of the Treaty. On that, I communicated with Mr. Wakeman and he intimated that in his opinion that portion of the Section was not applicable. That being so, I cannot see what other course can be left to your Worship except to discharge the fugitives. Not having found "revolt" to be proved the warrant before you now is a nullity and the fugitives are not really before you at all.

Mr. Lo agreed and said it was no use taking evidence on the warrant before the Court, unless that warrant was something more than "a scrap of paper." It would be nothing else than a miscarriage of justice, or, at all events, a great hardship on the fugitives to be retained for "conspiracy to revolt" when it was agreed that that was not an extraditable crime, and the extraditable crime of revolt had been found not proved.

Mr. Wakeman, in reply to the Magistrate, said he could only repeat that as the law stood, "we must wait for the requisition."

The Magistrate: Do you agree that conspiracy, in this particular treaty, is not extraditable?

Mr. Wakeman: It is not.

The Magistrate: I do not see, then, what I can wait for.

Mr. Wakeman: We are simply in the middle of the proceedings. There is further evidence to call.

Mr. Lo: Only on technicalities.

The Magistrate said that, since the law officers of the Crown agreed with the defense that the crime of conspiracy, under the English Act, was not extraditable under the treaty, he had no course open except to discharge the fugitives, and he accordingly did so.

IMPORTATION OF OPIUM. TWO SHIPPING COMPANIES FINED.

Two prosecutions of shipping companies by the Superintendent of Imports and Exports for infringement of the Opium Ordinance, 1914, Section 48, were heard by Mr. G. N. Orme, at the Magistrate, yesterday.

The Ordinance provides that "no ship shall be used for the importation, removal, carriage or conveyance or for the exportation of any opium." The Ordinance is one of those which place the onus on the defence to prove innocence, for Section 48 continues:—

"It shall be deemed evidence of the unlawful use of such ship unless it is proved to the satisfaction of the Magistrate that every reasonable precaution had been taken to prevent the unlawful use of such ship and that none of the officers or their servants or any of the crew of such ship were implicated therein."

In the first case, the Kwong Ming S.S. Co., of 25, Des Vieux Road, were the defendants, in respect of the s.s. *Tai Ming*.

Mr. N. L. Smith, Superintendent of Imports and Exports, prosecuted and Mr. G. K. Hall Brutton defended.

Mr. Hall Brutton said the Company had no alternative but to plead "guilty" under the wording of the Section of the Ordinance. The place where the opium was found was open to the passengers as well as the crew—in fact to anybody on board the ship. Although the Company could prove that they took every precaution to prevent the ship being used for the importation of opium, it was almost impossible to prove that none of the crew was implicated. Two had left the ship and three had been discharged and unless the defence could call all the members of the crew they could not say that none was concerned in smuggling the opium. It was to use calling evidence that the owners and officers were blameless as, under the Section, the fact that the opium was found rendered the ship liable. The place where the opium was found was under the care of the engineers but the door was never locked and any passenger could have access. The defendants had to plead "guilty" but he asked the Magistrate to take into consideration all the facts and the fact that the ship had been on this run for eight years and the practical impossibility of the Company protecting themselves.

The Magistrate said he had visited the ship and seen the place where the opium was found. It was off the deck used by the passengers; they would not be entitled to go there.

Mr. Hall Brutton: It is only used by the staff at night when the electric light supply is required. There has to be a hole there," added Mr. Brutton.

The Magistrate: And the opium was substituted for "the hole"? How would it get on when the wheel begins to revolve?

Mr. Hall Brutton: The man who puts it there has to take it out.

The Magistrate: That sounds a cumbersome business.

Mr. Hall Brutton: The ship comes in during the day and the man would remove the opium by day.

Mr. Smith said there was a movable block over the place; there seemed no reason why it should be movable—unless it was for cleaning purposes.

The Magistrate: The question is whether the officers or servants of the Company, if conscientious, would observe that. Perhaps that is a moot point.

Mr. Smith: I think it is rather, but on a small ship like that I should have thought the engineer would know most about it.

The Magistrate: I don't want to be oppressive on people but a hollow space within the purview of the officers and servants of the Company ought to be locked.

In reply to the Magistrate, Mr. Smith said the quantity of opium found, in this case, was seven parcels of raw opium weighing 222 taels and 23 one-tael tins of prepared opium.

The Magistrate: About \$700 worth. In a previous case a fine of \$2,000 was imposed.

Mr. Smith: It does not seem so flagrant as the other case. As long as the Companies will take all reasonable precautions, that's all I care about. I don't want to be oppressive on them.

The Magistrate: It is important that the Company should take precautions.

Mr. Hall Brutton: We can prove we have done that.

The Magistrate: Yes, but unusual precautions; looking for places where opium might be hidden.

Mr. Hall Brutton: So far as I am aware, it was unknown to the engineer that the plank over the cavity was broken.

The Magistrate: He could not have tested the place; he could not put his hand there without finding that it was movable.

Mr. Brutton remarked that it paid the searchers far better to find opium away from the Colony than in it.

The Magistrate: I cannot find it a very trivial case; I will fine the Company \$1,000, and the opium will be confiscated.

The second case, the Kwong Tung S.S. Co. of Connaught Road were summoned, for a similar infringement of the Ordinance in respect of the s.s. *Leung Kwong*. The quantity in this case was 488 taels of raw opium valued at \$634.

OPIUM AMONGST THE COAL.

Mr. M. K. Lo appeared for the defence. He remarked that it was a case presenting no unusual features. One or two members of the Chinese crew had disappeared so that he was unable to prove that none of the crew was implicated. Therefore, the defendants must plead "guilty." He did not know whether it was suggested that they were negligent, or took part in the smuggling, but the Captain and the Chief Engineer would tell the Magistrate that they had taken all reasonable precautions. He asked the Magistrate, in a case where the shipping company had done their very best to prevent smuggling, to say that only a technical offence had been committed and to impose a nominal penalty.

Mr. N. L. Smith said that in this instance the opium was found in a spare coal bunker. Beneath a board, covered with coal, a quantity of opium was concealed. He thought that a coal bunker came within the purview of the Chief Engineer.

The Magistrate: That would not be open to the public, so that disposes of them, and it must be presumed to have been one of the crew. The question is whether reasonable precautions could have prevented the smuggling.

Chief Revenue Officer Watt said he had to creep through a narrow opening to get to the place where the opium was hidden.

The No. 1 Chinese Revenue Officer said the opium was hidden under coal, but Mr. Lo said the ship's officers denied that there was any coal there.

The Chief Engineer, giving evidence, said this was not a coal bunker at all, but a space called "strum," which had to be kept clear in case it was necessary, at any time, to pump the ship. The boards had to be loose; if they were firmly fastened it might impede pumping the ship at a critical time. He considered that all possible precautions against smuggling were taken; he had often given to the Customs at Wuchow opium which he had found on the ship. He added that he would put iron bars on the boards, now.

The Magistrate remarked that that suggested that an additional precaution might have been taken.

The Chief Engineer: I shall have to cut the bars in emergency and while I am doing that the ship may sink. You have to think of the ship's safety. If your ship goes ashore, you have to get the pumps to work quickly.

The Magistrate mentioned the bond in the agreements under which members of the crew signed on.

Mr. Lo said that when members of the crew were made liable under securities they simply ran away if anything happened.

The Magistrate: It is a question of securing reliable men.

Mr. Lo: Opium smuggling is a very tempting trade. Unless you engage men at princely salaries the temptation is too great for them. Mr. Lo mentioned stokers.

Mr. Smith: I don't think the casual stoker could do opium running on a large scale, like this, on his own account. You have to pay a great deal of hush-money.

The Magistrate imposed a fine of \$1,000.

Mr. Lo: I don't know whether your Worship would assist my clients, and shipping companies generally, by giving an expression of opinion as to whether you think the shipping company have or have not taken all reasonable precautions. It is a question of making representations to the Government to get the law altered. It is not, perhaps, clearly within your province, but we should welcome an expression of opinion.

The Magistrate said it was a little difficult for him to express an opinion not having heard exhaustive evidence as to the precautions taken. It would be a little beyond his province because he did not know sufficient of the management of the ship.

SPORT. GOLF.

CAPTAIN'S CUP COMPETITION AT FANLING.

The Captain's Cup Competition, played over Brief Course at Fanling last weekend, was won by Capt. M. Glover, who returned a card of 91.22-76. Other cards returned were:—E. J. R. Mitchell, (4) 61; G. W. Sewell, (16) 82; D. J. Valentine, (6) 85.

CEYLON'S NEW LEGISLATURE.

"NOT THE LAST WORD IN POLITICAL ADVANCEMENT."

The first meeting of the Ceylon Legislative Council under the new constitution took place at Colombo, on June 7th, by the Governor Sir William H. Manning. Thirty-six out of the 47 members entitled to be present attended and were sworn in, in the presence of a distinguished assembly including the judges and other notables.

The Governor's address contains the following:—

The present constitution of this Council places in the hands of the unofficial members a very real power to shape the destinies of the Colony—a far greater power than they have hitherto enjoyed; and it entails a corresponding responsibility to use that power wisely and well for the furtherance of the well-being and prosperity of the Island. I have little doubt, but that the power now entrusted to them will be wisely used, and it is essential that it should be recognized that as the manner in which this very considerable step in advance in political power is utilized, so will there emerge, I trust, a condition of affairs that will eventually justify the delegation to the unofficial side of this Council further and wider powers.

In order to dispel many doubts that seem to have arisen in regard to the Constitution now in force, I desire to state here to-day that all those responsible for the framing of this Constitution were anxious that it should be clearly understood that it did not lay down the last word in political advancement for this Colony, but rather that it should be considered as a stage on the road to further things; and that by watching results of the working of the present Constitution for Ceylon, suited to the genius of its people and to the conditions obtaining in this country, I trust, therefore, that as we proceed to the duties before us this consummation will be borne in mind; in order that with sound and moderate judgment the end aimed at may be discussed, and a wise decision as to what is best may eventually be arrived at.

It should be recognized that the difficulties are many and varied, and that the aspirations of different communities for representation and the form of such representation are a problem that will require not only sympathy with the aspirants, but careful consideration of their demands and a wise discrimination in granting them.

BIG SCHEME FOR FRENCH PORTS.

Some time ago the Ministry of Public Works laid, before the Government an extensive scheme for the improvement of certain of the French ports, and, in particular, for the extension of the port of Havre.

The Government recently authorised the Ministry to proceed with these improvements, and work will be begun shortly, says Reuters.

WORK AT EIGHT PORTS.

The ports concerned are Le Havre, Marseilles, Dunkerque, Saint-Malo, Caen, Rouen, Saint-Nazaire, and Nantes.

At Havre the extensions are to include the construction of new docks, the deepening of an existing dock, and the enlargement of quays, which should add some 12,000 feet to the wharves at present existing.

The canal system is to be extended, and the canal from Havre to Tanenverville is to be widened and deepened.

Communication between Havre and Rouen is to be improved; additional railway facilities and new ferry-boats will greatly aid traffic between the two ports, and additional warehouses are to be built to accommodate an increased quantity of goods.

FLOATING DOCKS.

Great improvements are to be made at Dunkirk, where an entirely new outer port is to be constructed. Two floating docks are to be provided, connected by canal with the naval repair yard on the River As.

A huge floating dock, which is estimated, will cost 123 million francs, is to be built for Marseilles; a new basin is to be constructed there, and an existing basin enlarged.

The Marseilles-Rhone canal is to be completed. The funds for this new and extensive improvements scheme are to be found by means of the issue of a port development loan.

THE DERBY SWEEP WINNER.

Captain Alban Jones, who is regarded as the luckiest man in England, has decided that even winning the Derby Sweep has its drawbacks. Within a few hours of the first announcement of his success the postman deposited at his door more than 1,000 letters. His correspondence has since been coming in in a regular stream at the rate of 100 each delivery. In his dilemma, Captain Jones appealed to his wife, who is at present in Wales. She replied: "Look after your own end. I am deluged myself." She added that she had celebrated their luck by treating her Sunday class to a visit to a musical festival.

Most of the letters, the lucky couple have received, are cool requests for gifts of £1,000 or more. Others suggest wild cat schemes to increase the fortune a hundredfold. Captain Jones meanwhile is calmly going on doing his ordinary office work as if nothing unusual had happened.

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"E. G. M."	
"SURREY"	\$20.00
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"WILDING"	\$17.50
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WHITE HORSE CELLAR	44	3.75
NAPIER JOHNSTONE—SQUARE BOTTLE	44	3.75
PALL MALL—GUARANTEED 11 YEARS OLD	45	3.80

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PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of July, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of One Lot of CROWN LAND at Shaikwan in the Colony of Hongkong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Area	Boundary	Containing	Annual Rental	Value
1	1.5	South of Shaikwan Road	1.5	7,500	7,500
2	1.5	South of Shaikwan Road	1.5	7,500	7,500
3	1.5	South of Shaikwan Road	1.5	7,500	7,500
4	1.5	South of Shaikwan Road	1.5	7,500	7,500
5	1.5	South of Shaikwan Road	1.5	7,500	7,500
6	1.5	South of Shaikwan Road	1.5	7,500	7,500
7	1.5	South of Shaikwan Road	1.5	7,500	7,500
8	1.5	South of Shaikwan Road	1.5	7,500	7,500
9	1.5	South of Shaikwan Road	1.5	7,500	7,500
10	1.5	South of Shaikwan Road	1.5	7,500	7,500

"SHIRE" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.
FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO AND STRAITS.

THE Motorship
"GLENCE"
Having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.
Goods not cleared by the 13th July, 1921, at 2 p.m. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 13th July, 1921, at 10 a.m.
Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents.
Hongkong, July 7th, 1921. [1152]

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE AND STRAITS.
THE Company's Steamship
"MISHIMA MARU"
Having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary, before Noon, To-day.
Goods not cleared by July 14th, 1921, will be subject to rent.
Damaged packages must be left in the Godowns for examination by the Consignee's Agent and the Co's representative at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.
NIPPON YUSEN KAISHA.
Agents.
Hongkong, July 7th, 1921. [1154]

SS. "CAP ARCONA"
COMPAGNIE DES MESSEGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo from MARSEILLE are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk, into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless instruction is received from the Consignees before Noon, To-day, requesting it to be landed.
Bills of Lading will be countersigned by the Consignee's Agent and the Co's representative at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.
NIPPON YUSEN KAISHA.
Agents.
Hongkong, July 7th, 1921. [1154]

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COMPAGNIE DES MESSEGERIES MARITIMES.
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NIPPON YUSEN KAISHA.
Agents.
Hongkong, July 7th, 1921. [1154]

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONGKONG.

COMPANIES WINDING-UP.
No. 1 of 1921.
RE BANQUE INDUSTRIELLE DE CHINE.

NOTICE IS HEREBY GIVEN that a Petition for the Winding-up in Hongkong of the above-named Bank by the Supreme Court of Hongkong was, on the second day of July, 1921, presented to the said Court by the said Bank.
On the filing of such Petition the Court made an Order that the Official Receiver be appointed Provisional Liquidator for the purpose of taking possession of, collecting in and protecting the estate and effects in Hongkong of the said Bank and for carrying on the said Bank so far as may be beneficial for the Winding-up thereof until further order and further that, until further order, Mr. ERNEST ALFRED MOUNTFORD WILLIAMS, a partner in the Firm of LOWE, BYRNE & MATTHEWS of Victoria, Hongkong, Chartered Accountant, be appointed to act as Special Manager to assist the Provisional Liquidator in his duties.
Dated the 2nd day of July, 1921.
DEACON, LOOKER, DEACON & HARSTON.
Solicitors for the Bank.
No. 1, Des Voeux Road Central, Victoria, Hongkong. [1156]

IN THE SUPREME COURT OF HONGKONG.

COMPANIES WINDING-UP.
No. 1 of 1921.
RE BANQUE INDUSTRIELLE DE CHINE.

NOTICE IS HEREBY GIVEN that a Petition for the Winding-up in Hongkong of the above-named Bank by the Supreme Court of Hongkong was, on the second day of July, 1921, presented to the said Court by the said Bank. And that the said Petition is directed to be heard before the Court sitting at 10.15 o'clock in the forenoon on the 14th day of July, 1921; and any Creditor or Contributor of the said Bank desirous to support or oppose the making of an Order on the said Petition may appear at the time of hearing by himself or his Counsel for that purpose; and a copy of the Petition will be furnished to any Creditor or Contributor of the said Bank requiring the same by the undersigned on payment of the regulated charge for the same.
DEACON, LOOKER, DEACON & HARSTON.
Solicitors for the Banque Industrielle de Chine, No. 1, Des Voeux Road Central, Victoria, Hongkong.
NOTE.—Any person who intends to appear on hearing of the said Petition must serve on or send by post to the above-named, Notice in writing of his intention so to do. The Notice must state the name and address of the person, or if a firm, the name and address of the firm, and must be signed by the person or firm, or his or their Solicitors (if any) and must be served, or if posted, must be sent by post in sufficient time to reach the above-named not later than 6 o'clock in the afternoon of the 13th day of July, 1921. [1157]

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

THE SCHOOL closes on FRIDAY, 8th July, and will re-open on MONDAY, 12th September next.
By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, July 5th, 1921. [1145]

CAPTAIN SAMUEL CORNELL PLANT DECEASED 1921.

ANY person having knowledge concerning any will or testament of the above is requested to communicate with: LETTS BROTHERS, Solicitors, 3, Bartlett Buildings, London, E.C.2, England. [1077]

NOTICE.

I have this day established myself as a GENERAL MERCHANT under the firm-name of R. H. KOTWALL & CO. in Alexandra Buildings.
R. H. KOTWALL.
Hongkong, July 5th, 1921. [1149]

NOTICE.

THE CHINA FIRE INSURANCE CO., LTD.

THE CERTIFICATE for one Share No. 8143 in this Company standing in the name of RHODERICK MCNEILL CAMPBELL and HENRY MORRIS of Shanghai, China, has been LOST, and if at the expiration of one month from the date hereof, the above Document be not forthcoming, another Certificate for the said Share will be issued by the Company, and thereafter no other will be acknowledged.
C. MONTAGUE EDE,
General Manager.
Hongkong, June 22nd, 1921. [1087]

STEVEDORES.

THE undersigned are prepared to quote on application the LOWEST SCALE of CHARGES for LOADING and DISCHARGING of COAL and GENERAL CARGO to and from Godowns and/or Steamers.
HIN FAT & CO.,
Kwok Hin Wai,
107, Wing Lok Street.
Telephone 2463. [1142]

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

5% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on JULY 1st, 1921, will be made on presentation of Coupon No. 13 at any of the undermentioned Banks, viz.:

HONGKONG AND SHANGHAI BANKING CORPORATION.
CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
RUSSO-ASIATIC BANK.

BANQUE DE L'INDO-CHINE.

BANQUE BELGE POUR L'ETRANGER.

The Interest, less Income Tax at 6% in the 2, will be paid as follows:

On £50 DEBENTURES: £ 1.
Per Coupon (Gross) 12 0.
Less Tax at 6% in the 2 3 7 1/2
Net amount payable 8 4 1/2

On £100 DEBENTURES: £ 2.
Per Coupon (Gross) 24 0.
Less Tax at 6% in the 2 7 10 0.
Net amount payable 16 10 0.

On £500 DEBENTURES: £ 10.
Per Coupon (Gross) £ 120 0.
Less Tax at 6% in the 2 £ 7 10 0.
Net amount payable £ 112 10 0.

Payment will be made in Tails at the Demand. Barring rate of exchange of the day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
W. S. NATHAN,
General Manager. [1140]

SALE BY TENDER OF H.M.S. "FAME."

TENDERS are invited for the purchase of the above-named Ship with Engines and Boilers and various auxiliary Machinery on board, as she lies at the Naval Depot Kowloon. Full particulars of the Ship, conditions of Sale, and permits to view the ship may be obtained on application to the undersigned. Forms of tender will be issued on application to the undersigned. A deposit of \$100 is required before forms of tender can be issued. The vessel will be on view from the 4th to 20th July inclusive between the hours of 10 a.m. and 4 p.m., and tenders must reach the Commodore's Office not later than 12 Noon on MONDAY, 11th August, 1921.

Length between Perpendiculars... 210 ft.
Breadth, extreme... 19 ft. 6 in.
Depth in hold... 12 ft. 6 in.
Nominal Displacement... 308 Tons
Propelling Machinery... Triple expansion (Twin of 2350 I.H.P.)
Diameter of Cylinders... 30" and 24"
Boilers... Thornycroft's Water Tube 3 No.

H. G. LOWE,
The Dockyard, Naval Store Officer.
Hongkong, July 2nd, 1921. [1139]

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.
Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.
Private Cabins and beds in Dormitories.
Motor Launch "Dayspring".

A. G. DA ROCHA. AUCTIONEER, SURVEYOR AND GENERAL BROKER.

2A, D'Aguiar Street, Telephone No. 2932.

WEEKLY AUCTIONS.

TUESDAYS — MISCELLANEOUS GOODS.

THURSDAYS — VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS — EXCELLENT HOUSEHOLD FURNITURE.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for: Boxes CK, KI, LM, LN, LR, LU, LW, MA, 50.

FOR SALE—Well-built, BUNGALOW situated at BEADWOOD ROAD. For full particulars apply to Box MF, c/o Daily Press Office. 86

OFFICES

TO LET, on the Second Floor of St. George's Building, TWO or FOUR ROOMS. Apply—
Box No. 145.
Care of Daily Press Office. [1143]

TO LET.

GODOWN at Yau-mati.
For particulars apply to—
THE HONGKONG LAND RECLAMATION CO., LTD. [1146]

INTIMATION

IDEAL BEVERAGES

Watson's DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

Watson's PYERIS

Sparkling Mineral Table Water.
Healthful and refreshing.
Blends excellently with Whisky.

Watson's STONE GINGER BEER

An ideal beverage for tennis and bathing parties. Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.
Telephone 438.

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

Hongkong, July 7th, 1921.

THE RENT BILL.

The interest in the Rent Bill introduced in the Legislative Council, last week, is naturally great and widespread, but we are not quite sure that it is receiving in all its aspects all the consideration it deserves. If we could regard this measure as a temporary expedient, it would have our unqualified support. It is intended, of course, as a purely temporary measure. The neighbouring mainland is once more the scene of civil strife, and, as usual in such circumstances, wealthy families from the districts affected are seeking refuge in Hongkong, where in spite of the steady building development which has been going on, the housing accommodation is still very inadequate to the needs. The pressure of the demand has forced up the rents of domestic tenements to a degree that the Government has felt compelled to intervene, and say this must stop; that a standard rent for existing domestic tenements must be fixed, and tenants must be secured in their tenancies for a period of at least twelve months. Under the proposed new ordinance an old tenant may not be turned out because a newcomer offers the landlord a higher rental for the accommodation. In circumstances of exceptional pressure on the housing accommodation of the Colony, due to an influx of refugees, this action on the part of the Government is entirely laudable, as a purely temporary expedient. The danger we apprehend is that the Government, whatever its intentions in this respect may be, will be forced by circumstances to continue its intervention much longer than it now contemplates, and will, in the end, create a situation worse than the one it seeks to ameliorate.

It is of vital importance to the future of the Colony that extensive building development should steadily continue. We pointed out in a previous article that, if the growth of the Colony is not to be suddenly arrested, provision has to be made for the accommodation of the normal increase of the population, which in the last decade has been at the rate of 20,000 a year. Unless this is done it is obvious that overcrowding, gravely menacing as it already is to the public health, will become worse than ever, and it will be impossible for the Government to suspend or terminate the operation of the Rent Ordinance without creating, as we have said, a situation worse than that which the Ordinance was intended to improve.

The ultimate justification of the Bill will depend on the extent to which the promise of its inapplicability to new property will encourage the further building of domestic tenements. If it has the effect of suppressing what is called the "farming" of rents, it seems tolerably clear from the letter published by the Hongkong Land Investment Co., Ltd., that landlords—whether European or Chinese—will see no temptation to provide for the needs of an increasing Chinese population. Speaking for the four European companies which own Chinese tenement property, the Land Investment Company wrote: "All these concerns have attempted without success directly to rent out their properties, but they have decided as the result of heavily bought experience, that the only way such kind of property can be efficiently managed is by the Chinese themselves, and, therefore, the system known as 'farming out' has been adopted, which is merely leasing on blue to the Chinese." When His Excellency said he considered it greatly to be regretted that a wealthy corporation like the Land Investment Co. should, by encouraging the system of farming through a middleman, allow transactions to take place that he described as "a scandalous outrage on public decency" he was relying on a very untrustworthy case. The figures quoted in the Land Investment Company's letter go to show that the rent farmer, where blocks of Chinese tenements are concerned is a "necessary evil," and that without him there is no temptation or inducement to build Chinese tenement property—except perhaps with a view to its eventual sale in a rising property market. We hold no brief for the Land Investment Co. We merely take the figures they have furnished in their letter to the Press and draw our own conclusions as to the lessons they teach. We gather from that letter that European concerns own only one-sixteenth of the total Chinese tenement property in the Colony; consequently it is to the Chinese we must look to meet the building needs of the future in this respect. The new Bill has evidently somewhat shaken their confidence in enterprise of this character, and we can only wait and see to what extent. The point which must be continually emphasised is that the duty rests upon the Government of the Colony to see that building development is not arrested; that over-crowding in the Colony is not allowed to become a greater evil than it admittedly is already; and if there are no signs that private enterprise is likely to supply the inevitable needs of the future, it becomes the clear duty of the Government to do a great deal more than it does at present to stimulate the supply of housing accommodation. The need is obviously imperative that some great scheme should be formulated—such as that big project by a private syndicate we heard so much about seven or eight years ago for the development of the southern side of the island—and it is equally imperative that no time should be lost in getting on with it.

A man was knocked down by a motor-car in Queen's Road East, on Tuesday, and had to be taken to hospital.

A Chinese was fined \$1,500 for unlawful possession of 20 taels of opium, at the Magistracy, yesterday, in Mr. Orme's Court.

A letter mail and a newspaper mail are due from England to-day, but we imagine the arrival of the steamers will be late owing to the typhoon south of the Colony.

Among the passengers who left by the Golden State yesterday were Mr. and Mrs. D. M. Biggar. Mr. Biggar, who is manager of the Asia Banking Corporation, is going to the Shanghai branch of the Bank for a few months.

Legal notices appear in our advertisements to-day concerning a Petition to the Supreme Court for the winding up of the Hongkong Branch of the Banque Industrielle de Chine. The petition is to be heard on July 10th.

A punkah-boy employed at Wellington Barracks was charged before Mr. G. N. Orme, yesterday, with the theft of a pair of khaki trousers which had been put out on the verandah rail to dry. The Magistrate sent the defendant to the Laichikok prison for two months.

Last week, 17 cases of plague were reported and 13 were fatal. Two cases of small-pox occurred, both fatal. There was one case (fatal) of cerebro spinal fever. Two cases of diphtheria were reported—one British and one Portuguese, and one Chinese and two British cases of enteric. Two Chinese died from influenza.

Sounds of revolver-firing on Tuesday night led to the discovery outside No. 32, Reclamation Street, Yau-mati, of a Chinese lying on the ground with three shot wounds in his body. The man gave the name of his assailant, who was arrested a few hours later. The victim died at the Kwong Wah hospital yesterday morning.

The Civil Court at Bangkok has given judgment in a case in which a shareholder in the Chino-Siam Steam Navigation Co., Ltd., sued Phru Anavatu Rajaniyom for involving the Company in a loss of Rs. 140,000 in his sale of the *Davit*. Judgment was given for plaintiff. The amount payable to the plaintiff under this judgment is not large, but it is stated that the other shareholders will presumably also now come forward with claims.

At the conclusion of the July Criminal Sessions, which begin on the 13th of the month, and are expected to last for some time, a sitting of the Full Court consisting of Judge Skinner, Turner, of H.M. Supreme Court, Shanghai, the acting Chief Justice (Mr. H. H. J. Gompertz), and the Puisne Judge (Mr. J. R. Wood). An appeal will be heard against a judgment delivered by Mr. Justice Gompertz in July, 1920, in connection with the case of Yeung Kong Yung, trading as Mat Tze, the Young Shing Insurance and Investment Company Limited. The former, who were the unsuccessful plaintiffs in the suit, are the appellants.

That the Crown Prince of Japan when he first comes in sight of his home city may have one of the biggest possible welcomes. The Shinsu Firework Association has requested the Tokyo police authorities for permission to build and display at that time the largest set of fireworks ever erected. The application states that the fireworks balls will measure two feet in diameter, while those used in the past have never been more than 5 inches. When the balls are discharged, they will expand in the air to a diameter of 400 feet, shedding sufficient light for some to read a newspaper within a radius of four miles, it is said. It is expected that the police will grant the request provided full protection against fires is assured.

Two Chinese were charged before Mr. G. N. Orme, yesterday, with the unlawful possession of 10,000 dutiable cigarettes. The man who had the cigarettes when they were seized by the revenue officers alleged that he was paid by the other man to help in taking the contraband. The other man admitted this statement, declaring in turn that he was employed by a third man not in custody. Mr. Leo d'Almada, who appeared for one of the defendants, asked for a remand until Monday, stating that his client, said had employed him as a cigarette dealer in Chengchow, whom he would like to call as a witness, as there was a possibility that the duty had already been paid on the cigarettes by the dealer. The Magistrate discharged one defendant and remanded Mr. d'Almada's client.

Chinese advices from Hankow received in Shanghai, last week, indicate that the foreign consuls and municipal concessions authorities at Hankow are taking a serious view of the situation. With rumours of plots and counter-plots by Anfu intriguers, added to the genuine demand of the people of Hupeh for the dismissal of Tschun Wang Chan-yuan from Hupeh, the situation is most panicky, and full of menacing uncertainties, says the *Shanghai Gazette*, which adds that it is reliably reported that the big foreign banks are shipping all their silver and bullion from Hankow to Shanghai, and the foreign patrol warships are constantly on the alert, and receiving secret instructions. Evidently the rumours have some basis in fact and all foreign employes in the Hankow concessions have orders to turn out for Volunteer duty at the shortest notice.

THE TYPHOON.

The No. 4 signal—a black drum—was hoisted at the Observatory at 11.15 yesterday, indicating that a gale was expected from the East (N.E. to S.E.). At 11.35 a.m. the Observatory reported that observations from the s.s. *Falou* and the *Cherbon-maru* indicated that at 6 a.m. the typhoon was in about latitude 18 deg. N. and longitude 112 deg. E. moving N.W.

That would be making for the vicinity of Kwang-chow-wan.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:—
July 6th (3.30 p.m.).
Typhoon in about 112 longitude E., 16 latitude N.; moving W.N.W.
July 6th (6.25 p.m.).
Typhoon in about longitude 110 E., latitude 16 deg. N.; moving W.

IRISH PEACE CONFERENCE: SECRET NEGOTIATIONS IN LONDON. WORLD'S PETROLEUM SUPPLY: POLICY OF GREAT BRITAIN.

TRADE REVIVAL PROSPECTS: BRITISH FINANCIAL EXPERTS' VIEWS.

IRISH PEACE CONFERENCE: SECRECY MAINTAINED ABOUT DISCUSSION.

LONDON, July 6th.
At the conference in London, this morning, Mr. Lloyd George, General Smuts, Viscount Midleton, and Sir James Craig discussed the Irish question. The greatest secrecy is maintained regarding the proceedings.

SUSPENSION OF HOSTILITIES.
It is believed that the Irish Conference in London was primarily concerned with the conditions of any possible suspension of hostilities, which British official circles feel is almost indispensable to the progress of peace deliberations.

GENERAL SMUTS LUNCHEONS WITH MR. DE VALERA.

LONDON, July 6th.
It is stated that General Smuts is remaining in Dublin, probably until Sunday, and further that Viscount Midleton, leader of the Southern Unionists, has arrived from the Dublin Conference and handed to Mr. Lloyd George a sealed letter from Mr. De Valera, replying to certain Government proposals.

In the meanwhile, General Smuts, as at certain periods during war-time, has again become the chief personality and is featured in the London Press. He lunched with Mr. De Valera, yesterday, and hopes to meet Irishmen of all shades of politics. The visit coincides with entirely more cheerful feelings in Dublin.

GENERAL SMUTS' RETURN.
General Smuts returned to London this morning after a single day in Dublin.

MORE OPTIMISTIC FEELING.

LONDON, July 6th.
Reuter learns that, as a consequence of yesterday's Dublin conference, the atmosphere created is likely to lead to a tantamount and tacit suspension of operations by the opposing forces in Ireland, while peace parleys continue. The Crown is gradually easing up repressive measures, in order not to hamper the peace-makers. It is hoped that Sinn Féin would, similarly, suspend its offensive, although difficulties of control in the latter case are recognized. It is pointed out that, practically, no executions have taken place during the past few weeks. A more optimistic air reigns in well-informed circles.

NEW TREASURY BONDS. PROSPECTUS TO BE ISSUED SHORTLY.

LONDON, July 6th.
In the House of Commons, Sir Robert Borne announced that the prospectus was being issued on July 11th of the new issue of 5½ per cent. Treasury Bonds at 97, maturing on April 1st, 1929. The loan will be unlimited, and no period will be fixed for subscriptions. Its sole object was to provide for redeeming obligations and avoiding undue recourse to Treasury Bills and Ways and Means advances. The holders of the 5 per cent. Exchequer Bonds, maturing on October 5th, and the National War Bonds, maturing in 1922-23 will be able to convert into the new issue.

CONVERTIBLE INTO CONVERSION LOAN.

Reuter learns that the new Treasury Bonds are convertible, at holders' option, on April 1st, 1922 or October 1st, 1922, into the 3½ per cent. Conversion Loan, at the rate of 214 of the Conversion Loan for each £100 of the Bonds converted.

The Government is anxious to clear away as far as possible the embarrassment of heavy obligations maturing within the next few years, including £80,000,000 of the debt to the United States and Canada and £230,000,000 War Bonds maturing this year and early in 1922.

TRADE REVIVAL. MR. GOODENOUGH'S FORECAST.

LONDON, July 6th.
Mr. F. C. Goodenough, Chairman of Barclay's Bank, surveying the position declares that the country is on the eve of a moderate trade revival, but there will be no trade boom like the one early in 1920. He says that it is not desirable. There is good ground for hoping that slow and steady progress will now begin.

WORLD'S PETROLEUM. GREAT BRITAIN'S POLICY DEFINED.

LONDON, July 6th.
The text is published of the memorandum of the Petroleum Department situation, which Lord Curzon sent to the British Ambassador at Washington on April 21st. The memorandum says that Great Britain, next to the United States, is the largest consumer of oil in the world. Great Britain, in 1920, imported 2,368,000 tons of oil, valued at \$67,000,000, of which over 60 per cent. was from the United States, and only 2 per cent. from the British possessions. The memorandum proceeds to show the absence of any general policy of exclusion of foreigners from the oil-fields of the British Empire, and concludes that the suggestion that British domination of the world's oil resources is intended or possible is entirely unfounded. The United States, at present, has an overwhelming lead in oil production, which will certainly be retained for many generations, but there is ample scope for the activity and enterprise of all nations in the development of the world's undiscovered stores of petroleum.

STRIKERS ATTACK TRAIN. COMPANIES OF NATIONAL GUARD SENT.

FITZGERALD (GEORGIA), July 6th.
Three companies of the National Guard have been ordered here, following an attack on a train by men alleged to be railwaymen on strike. An engine-driver was mortally wounded.

GALLANT BELGIUM. LONDON'S TRIBUTE TO HER KING.

LONDON, July 6th.
The City, to-day, paid a tribute to gallant little Belgium, when their Belgian Majesty drove through a decorated route from Buckingham Palace to the Guildhall escorted by the Life Guards. They were escorted by the crowds which lined the route. There was a distinguished company at the Guildhall, including the Duke of Connaught, the Duke of York, six Princesses, Lord Hinx, Lord Bratty, Lord French and Lord Curzon. Replying to the toast at the luncheon, King Albert dwelt on the necessity of making Germany pay, and expressed the hope that the commercial relations between Great Britain, the Dominions and Belgium would increase.

SILESIAN INCIDENT. WHAT HAPPENED AT BEUTHEN.

PARIS, July 6th.
A message from Oppeln throws a different light on the Beuthen incident. It says that, while the French troops were entering Beuthen, the German inhabitants made a demonstration, in the course of which a French Major was fired at and killed. The murderer escaped. Two French sergeants were slightly injured. The British and French troops dispersed the demonstrators, of whom two were killed and several injured.

SPANISH CABINET. CONSERVATIVE OPPOSITION TO RAILWAY EXPENDITURE.

MADRID, July 6th.
The Cabinet has resigned owing to the opposition of the Conservative leader, Senor Maura, to the expenditure of \$60,000,000 for the expansion of railways and other public works.

COAL STRIKE COST. SIR ROBERT HORNE'S STATEMENT.

LONDON, July 6th.
In the House of Commons, at question time, Sir Robert Horne stated that the cost of Government measures in connection with the coal stoppage was as follows:—Defence Force and Army Reserve, £7,000,000; Navy, £1,225,000; Air Force, £230,000; Civil Emergency Forces, £300,000; and Subsidy to the miners, £10,000,000.

There might be a further charge in respect of coal purchased abroad, and of the cost of indemnifying railways.

CHOLERA IN RUSSIA. 35,000,000 STARVING IN SIBERIA.

HELSINKI, FINLAND, July 6th.
Newspapers from Moscow show that starvation and cholera are increasing in Russia. Drought has spoiled the harvest in the Volga region. Twenty-five million people are starving in Siberia. It is described as worse than the famine of 1901. The people in the Samara Government are abandoning their homes and fleeing eastward.

The *Evening News* says that 6,000 cases of cholera have occurred in Russia so far this year, chiefly in the large towns.

NAVAL PROMOTIONS. RETIREMENT OF ADMIRAL OF THE FLEET SIR HEDWORTH MEUX.

LONDON, July 6th.
Several naval promotions are announced; consequent on the retirement of Admiral of the Fleet the Hon. Sir Hedworth Meux, G.C.B., whose successor is Admiral Sir Doveton Sturdee, K.C.B., C.V.O., K.C.M.G.

THIRD TEST MATCH. AUSTRALIA WINS BY 201 RUNS.

LONDON, July 6th.
The third Test Match was concluded to-day in sunny weather, before 7,000 spectators. The pitch was good. Douglas was not fielding, owing to his wife having to undergo an operation for appendicitis. Runs came easily. Andrews hitting eight fours. Carter was lucky and unorthodox. White's bowling was most accurate, and the English fielding was good. Australia declared when the score stood at 273 runs for seven wickets.

In England's second venture, Brown, although lame through having been injured in the thigh, gave good exhibition of driving. Woolley was excellent, his innings lasting 55 minutes. Jupp and Tennyson were vigorous. England were all dismissed for 202. Australia thus winning by 201 runs.

The details are as follow:—
AUSTRALIA, 2ND INNINGS.
BARDLEY, b Jupp, 25
MACARTNEY, c and b Woolley, 30
ANDREWS, b Jupp, 92
CARTER, l.b.w., b Parkin, 47
FELLOW, c Duggan, b White, 16
TAYLOR, c Tennyson, b White, 23
ARMSTRONG, not out, 3
GREGORY, c Jupp, b White, 11
HENDRY, not out, 17
Extras, 11
Total (for 7 wickets declared), 273

In the bowling, Douglas took no wickets for 38, White three for 37, Jupp two for 45, Parkin one for 91, and Woolley one for 45.

ENGLAND, 2ND INNINGS.
HARDING, c Gregory, b McDonald, 5
BROWN, l.b.w., b Gregory, 48
HEARNE, c Taylor, b McDonald, 27
WOOLLEY, played on, b Mailey, 37
DECAT, st. Carter, b Mailey, 2
JUPP, c and b Gregory, 8
TAYLOR, c and b Armstrong, 28
TENNYSOON, b Mailey, 38
PARKIN, b Mailey, 4
WHITE, not out, 6
HOBBS, absent, 0
Extras, 3
Total, 202

Gregory took two wickets for 55; McDonald two for 67; Mailey three for 71; Armstrong two for six runs.

MEXICAN OIL TAX. PRESIDENT'S ORDER TO COMPANIES.

MEXICO, July 6th.
Senor Obregon has ordered the oil companies, which discontinued operations in the States of Tamaulipas and Vera Cruz for "insufficient justification," to indemnify the workers employed. It is believed that the labourers are entitled to three months' pay. Over ten thousand workmen have been dismissed in the Tampico region. It is believed, as a reprisal against the increase in the oil export tax.

U.S. WARSHIPS FOR TAMPICO. THE CRUISER CLEVELAND AND THE GUNBOAT SACRAMENTO HAVE BEEN ORDERED TO TAMPIO WITH A VIEW TO PROTECTING THE UNITED STATES INTERESTS IN THE EVENT OF JEOPARDY OWING TO LABOUR TROUBLES ARISING FROM THE CLOSING DOWN OF OIL OPERATIONS.

DECONTROL OF AGRICULTURE GOVERNMENT'S DEFENCE OF ITS POLICY.

LONDON, July 6th.
In the House of Commons, the bill decontrolling agriculture passed its second reading, by 278 votes to 113, after the Government had been sharply criticised for the abrupt reversal of policy, which the Government defended on the ground of the excessive liability in connection with guarantees, owing to unforeseeable circumstances.

MYSTERIOUS EXPLOSION. AT STANDARD OIL REFINERY.

WHITING (INDIANA), July 6th.
An explosion has occurred at the Standard Oil Company refinery, resulting in the death of 3 persons. Thirty-six others were injured. The cause of the explosion is not known.

FAR EASTERN CABLE NEWS [THROUGH REUTER'S AGENCY.]

SANITATION IN HONGKONG VIEWS OF VENEREAL DISEASES COMMISSION.

LONDON, July 6th.
The Eastern Commission of the National Council for combating Venereal Diseases, reporting at the annual meeting, stated that, owing to the progressive view held by the Municipal Council at Shanghai, there was every prospect that many of the recommendations made would be carried out. Since the visit of the Commission, the National Council had been informed that a "general" specialist would be appointed, and arrangements would be made for the treatment of seafarers, also, that the Shanghai Welfare Association had been formed.

No definite information had been received in regard to the opening in Hongkong of a seafarers' clinic, but the Commission reported that the Governor requested them, before leaving, to confer with the principal civil medical officer, and, also, courteously agreed to the arrangements for the distribution of literature through the Colonial Secretary.

It was pointed out that public health administration in the East was a difficult problem, and even in Hongkong, which had been a Crown Colony for eighty years, many urgent problems still required attention: infant mortality was extremely high, and venereal disease was very prevalent.

ARMOURD MOTOR CAR FOR TSAO TSO-LIN.

LONDON, July 6th.
Tao Tso-lin, the Governor-General of Manchuria, has bought an armoured car in England, which is really a camouflaged motor fortress, with silver fittings, armchair seats upholstered in purple and gold mohair, and door panels flowered with marquetry in which over twenty different kinds of wood is used.

JAPANESE SAILORS IN FRANCE. THE JAPANESE MINISTER OF THE NAVY HAS TELEGRAPHED TO THE FRENCH MINISTER THANKS FOR THE CORDIAL RECEPTION IN PARIS AND AT THE FRENCH PORTS OF JAPANESE SAILORS.

PARIS, July 6th.
The French Minister, in reply, recalled the great work done in common by the French and Japanese navies during the war. At Toulon, the Admiral commanding the French Mediterranean Fleet and his staff gave a reception on board the flagship in honour of Japanese officers—Havas.

IMPERIAL CONFERENCE. DEFENCE PROBLEMS DISCUSSED.

LONDON, July 6th.
A Conference communique states that the Secretary for War and the Chief of the Imperial General Staff made a statement on military defence, after which the Minister of Air and the Chief of the Air Staff dealt with the development and potentialities of the Air Service. Short discussions took place on each subject, and the Ministers and their expert advisers were questioned. Departmental committees were appointed to consider the report on certain subjects.

PROBLEM OF COMMUNICATIONS. LATER.

A further conference communique states that, after discussion, a resolution was passed constituting a committee, of which Mr. Churchill is chairman, and which will include one, each, representative of Canada, Australia, New Zealand, South Africa and India in consultation as required with the President of the Board of Trade, the Minister of Air, and the Postmaster-General. The committee will consider and report as soon as possible on the question of the practical means available for the development of Imperial communications by land, sea, air, cable, radiotelegraphy and telephony. A report of the discussion is being issued to-morrow.

NEW ITALIAN CABINET. MINISTER OF FOREIGN AFFAIRS.

PARIS, July 6th.
The Marquis della Torretta has telegraphed from Paris to Rome, accepted the portfolio of Foreign Affairs in the Italian Cabinet.

SOVIET RUSSIA AND THE FAR EASTERN REPUBLIC. INTERESTING CORRESPONDENCE.

PEKING, June 27th.
The Government of Far Eastern Republic received on June 9th a note from the Chairman of the Siberian Revolutionary Committee, Mr. Smirnov, proposing to introduce Soviet troops into the territory of Far Eastern Republic for the suppression of White Guards. Both the note and the reply of the Far Eastern Republic follow:

"The Government of the Far Eastern Republic, China—
The White Guard bands of Ungern which invaded the territory of Russian Socialist Federated Soviet Republic and are at present pursued by the Red army are striving to withdraw to the territory of the Far Eastern Republic. A complete suppression of these counter-revolutionary bands, which are causing as much harm to Far Eastern Republic as to Soviet Russia, demands the crossing of the frontier of Far Eastern Republic by the Red army in order to liquidate the White Guard bands by united co-operation with the forces of the People's Revolutionary Army. The Siberian Revolutionary Committee begs to be informed whether there are objections to the proposed movement of the Red Army into the territory of the Far Eastern Republic."
(Signed) SMIRNOV,
Chairman of Siberian Revolutionary Committee.

[Reply.]

MONSIEUR LE COMMISSAIRE—I have the honour to inform you that on June 9th, 1921, we received a Note, No. 554, signed by the Chairman of Siberian Revolutionary Committee, Mr. Smirnov, regarding the invasion of the territory of Socialist Federated Soviet Republic by Ungern's bands, which are striving to cross the territory of the Far Eastern Republic. As the suppression of the counter-revolutionary bands, which, as Mr. Smirnov said, are causing harm both to the Russian Socialist Federated Soviet Republic and the Far Eastern Republic, demands the crossing of the frontier of the Far Eastern Republic by the Red Army in order to liquidate by united co-operation with the forces of the People's Revolutionary Army the counter-revolutionary bands, the Siberian Revolutionary Committee begs to be informed whether there are objections to the proposed introduction of the Red army into the territory of the Far Eastern Republic.

I consider it my duty to inform you, Monsieur le Commissaire, that of the demoralized robber bands of Ungern, which invaded the territory of the Far Eastern Republic, part have been annihilated and part have escaped into the territory of Mongolia. The remaining robber bands of Ungern and Semenov cannot hope in the future for the support of a single honest man. Their criminal activities have been revealed and they will surely collapse with the first contact with the People's Revolutionary Army. The People's Revolutionary Army will take measures to liquidate any counter-revolutionary detachments which dare to cross its borders.

The Government of the Far Eastern Republic possesses a sufficiently strong armed force to cope with the situation. The sympathy and confidence of the masses of people assure the Government of the young republic that the people of the Far East will manage to defend their lawful rights and to put an end to the assaults of separate bands as well as to the uninvited armed intervention into their affairs.

"Being fully aware that the Red Army desiring to cross the border of Far Eastern Republic is moved by purely friendly feelings and while completely sharing the view of the Siberian Revolutionary Committee in regard to the necessity of liquidating the bands of Ungern, the Government of the Far Eastern Republic does not consider it possible to agree to let the Red Army cross the territory of the Eastern Republic.

We hope that acting side by side on their respective territories, the two armies may achieve the desired ends by co-ordination of activities of the commanders on the frontiers.

Accept, Monsieur le Commissaire, my assurances of sincerest esteem.
(Signed) IGOR I. YOVIN,
Minister of Foreign Affairs,
Far Eastern Republic.
Chita, June 11th, 1921.

THE H. B. WARING CO. MR. QUARTERMAINE IN A FAVOURITE ROLE.

Last night the H. B. Waring Co. played "Don," a play of compelling interest written by Rudolph Bessier. The play had a good run in London and Mr. Charles Quartermaine, who appeared in the title role last night, was the actual creator of the character in London. Stephen Bonington (famously called Don by his fiancée) is the son of a country rector and a doting mother who is profoundly satisfied that her son could do no wrong in any conceivable circumstances whatever. But though Stephen's moral character is sound, he shows a Quixotic disregard for the conventions. The story of the play is woven round his effort to protect help a young woman who has been most unhappily married, and brings her in a state of exhaustion to the home of his parents, where, at the time his own fiancée and her parents were visiting. A series of scenes of tense interest results, culminating in the arrival of the unhappy girl's husband—a curiously blended type of Puritan and brigand, furnished with a revolver with which he threatens to end Stephen's life unless his wife returns to her home. In the end truth comes to him "in a flash" as he said God had come to him many years before. He realises the purity of Stephen's motives in all that he did and there is an end to the play, in which everybody is satisfied more or less.
(Continued at foot of next column.)

ENGINEERING UNIVERSITY AT PEKING.

PEKING, June 27th.
Before Yeh Kung-cho left the Ministry of Communications he was instrumental in paving the way for the establishment of a Chiao-ting (Communications) University. It was his hope—and the hope of others who are interested in the development of technical education in China—to unify all the Chinese engineering and to introduce a curriculum of lines of our best modern universities. It is now announced that Mr. Yeh's action is to be realised on August 1st. At the first faculty conference, which was held recently in Peking, Mr. Yeh, who will be the President of the University, pointed out that the undertaking was not a new institution, but was founded by an amalgamation of colleges which have been established for years. As a college had its own history, it would only natural that many difficulties would attend the task of reorganisation. Therefore, in making plans for a University, the present conditions of the several colleges and their future possibilities after reorganisation, must be given consideration. At the present time, continued Mr. Yeh, the equipment of colleges was lacking because funds were scarce, but that should not prevent delegates to that conference from preparing plans for the unification of a curriculum, administration, and methods of instruction.

It was decided at this meeting that the academic year of the University should begin on August 1st of every year and finish on July 31st of the following year. For the year 1921-22, the different colleges will hold their opening ceremony on September 10th, and begin class-work the twelfth of the same month. The academic year is to be divided into four terms, of about twenty weeks each. The first term of 1921-22 will last from September 10th to January 19th, and the second from February 6th to June 20th. The holidays of the University will about the same as those of other Government Colleges.

THE DEPARTMENTS.
The University comprises three colleges: a Railway Administration College, Peking; a College of Civil Engineering at Tongshan, and a College of Electric and Mechanical Engineering at Shanghai. The Peking College will be formed by combination of the old Railway Administration College, the Postal and Telegraphic College, both of which were formerly situated at Peking, and the Railway Administration of the Shanghai College, which will be transferred to Peking. The Tongshan College will have the following five departments: civil engineering, structural engineering, hydraulic engineering, municipal engineering. The Shanghai College is the former Government Polytechnic Institute, better known as the Nanyang College. It will offer a course, three in mechanical engineering and three in electrical engineering. The mechanical engineering course will consist of a power branch, a railway branch and an industrial branch. The electrical engineering course includes electric power and lighting, telegraph and telephone and wireless telegraph and telephone.

CURRICULUM.
The three electrical engineering courses have entirely different schedules, a special curriculum being prepared for each course. Students in the civil and mechanical engineering courses take the same subjects in their Freshman year and in their Sophomore and Junior years they follow two schedules: one for electrical engineering and one for mechanical engineering. In the Senior year and a branch of a course has its own schedule. The railway administration department has a curriculum of its own, quite different from those of the other departments. In the Freshman year it offers such subjects as Chinese mathematics, principles of economics, bookkeeping, railway transportation, business law, political science, commercial practice, drawing and surveying, and two foreign languages. In the schedule for Freshman engineers the subjects comprise Chinese, English, analytic geometry, calculus, physics and chemistry (with laboratory work) drawing, descriptive geometry, and shop practice. Physical training and military drill are required of all students.

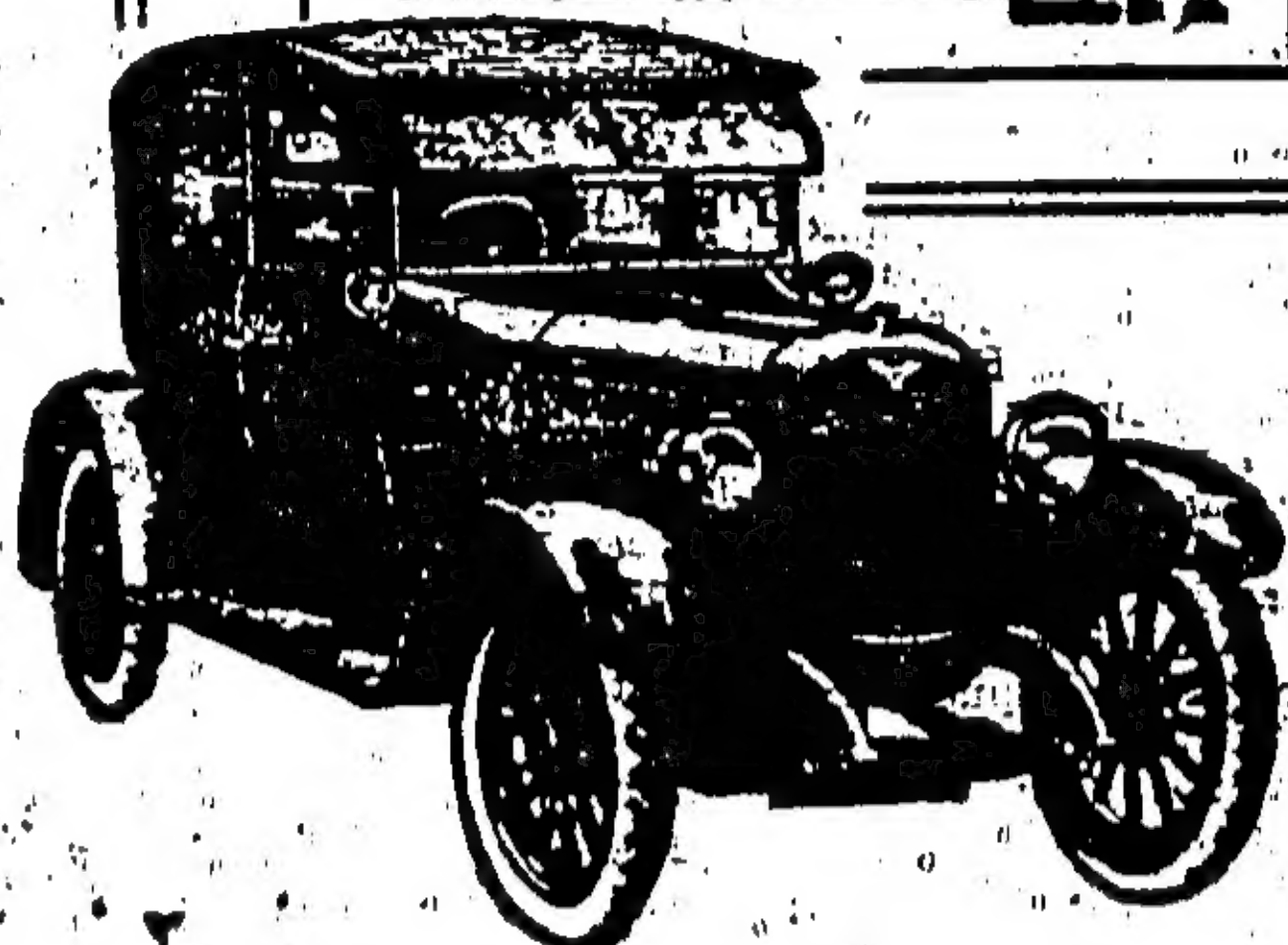
THE UNIT SYSTEM.
The unit system is adopted in all the departments of the University. One recitation hour per week throughout the term is counted as one unit. Lecture hours, laboratory, shop, field, or office work, are not given full credit. From one and a half to two hours of such work will be considered as equivalent to one unit. A student, according to the schedule of the Department he is in, has to complete 180 to 170 units of study before he can graduate from the University.

A uniform system of grading was adopted; and it was also recorded on the minutes of the Conference that summer school and post-graduate courses may be offered in the future, when circumstances require or permit. This project is one of the most important in recent times, and will have to be taken into consideration when assessing the portents of the New China, about which so much has been written of late.

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PARIS FASHION NOTES.

[BY OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

PARIS, May 23rd.
It is not so very long ago since the world in general ceased regarding France as quite a negligible quantity in the matter of sport; that she would ever boast several of the greatest world's champions and defeat visiting international teams and individuals was never suspected until these things actually did happen. Now France is as great a sporting nation as any other, and that this sentiment is encouraged by her leaders is evidenced by the fact that sports and physical drill are not only made compulsory in the boys' schools but in all Government girls' schools as well.

As in most other matters, the French are developing their individuality in their sporting clothes just as much as in their sporting methods, and proving by the practical sensibleness and grace of the former that England will have to look to her laurels if she wants to remain the country superior to all others where sporting clothes are designed and made. Suzanne Lenglen alone, both in her methods and her dress, amounts almost to a revolution. Former women champions seemed to depend on a sense of accuracy in returning the ball plus an ability to keep up a rally a sufficient length of time to tire out their opponent; Mlle. Lenglen, on the contrary, seems to play almost entirely at the net and dazzles her opponent with the quick unexpectedness and lightning-like rapidity of the placing of her strokes. No woman player has ever before dared to adopt her style and, equally, no woman player has ever before dared to appear in a costume so entirely individual and original.

The little French champion has quite discarded the traditional tennis costume and adopted one that is so simple that one wonders why such a model was not thought of long ago, especially as it can easily be made by any girl with clever fingers, plus a few yards of material and a scrap of ribbon.

The Lenglen tennis frock is a one-piece affair, the skirt of which is fairly wide and reaching to about three inches below the knees. The fulness of the skirt is drawn into small knife pleats, so that ample width is afforded the player for any unusual bounds, whilst, at the same time, the skirt is prevented by this method from blowing about or catching in the wearer's legs. The blouse, which is joined on to a very low and wide waist-band, is a straight-cut Magyar affair, made with a rounded-out neck, and very short, fairly wide sleeves. Round her waist Mlle. Lenglen wears a band of white ribbon, which she ties in a loose bow at the side. She chooses a fairly heavy quality of drill or linen so that she need not wear any encumbering petticoat underneath to guard against its transparency. The colour chosen is, of course, always white. When she first starts to play, Mlle. Lenglen wears over this a loose jumper in Shetland wool, but she discards this later when she begins to warm up to her exercise. Round her head she wears—the same colour as her sweater—a band of ribbon that covers all her forehead and holds her hair so well in place that no mesh can ever stray loose, embarrass her or make her balk over a stroke. Thus equipped, the young tennis enthusiast need never fear that either her clothes or that other troublesome consideration, her hair, will get in her way when she is playing her favourite game.

England still decides what men shall or shall not wear on sporting fields. For tennis, the very latest idea is a jersey that is in heavy wool and that has been entirely hand-knitted, a favourite pattern being the cable stitch. Round the cuffs and the deep-cut neck a band of colour or colours is introduced. I saw the Duke of Westminster playing recently at Nise, and the jersey he was wearing was in cream wool in this way with the Oxford colours.

For that matter, the latest idea for all wear is the hand-knitted sweater, and the women who learn or developed the art of knitting during the war are now eliciting their knitting needles in a busy effort to turn out charming sweaters in wool and silk. There is very little shape to these models, and for that reason they are within the scope of the most elementary knitter. A long straight piece is knitted, only a slackening off in a V at the neck being necessary; this is then joined together at the sides, leaving a space to form the arm-hole; on to this is added a deep band of crocheted worked in an insertion pattern, which is joined so that it forms the sleeve, and a similar band is added as a decoration to the bottom of the body part of the sweater. The "home-made" sweaters which are the rage of London are beginning to find favour in the critical eyes of Parisiennes. The only fault with them is that, on account of their being so easy and economical to make, there will be a danger of their becoming more or less common property.

As a rule, these articles are either in all wool or all silk, but a new idea is to make a blending of the two. The Duchess of Marlborough, who is one of the best-dressed women of the many, well-dressed women at present sunning themselves on the Riviera, is wearing a whole dress in this type; it was a mixture of ivory wool and silk, showing alternative bands of each in plain knitting, which, judging by its fineness, must have been worked on the tiny needles one uses to make the delectable of baby clothes. There was no ornamentation whatever, the striking and unusual effect of the contrasting bands of wool and silk being deemed sufficient in itself.

En passant, it may be noted that artificial silk is better for wear as, strange to say, it is said to keep its lustre longer than real silk does.

(Continued at foot of next column.)

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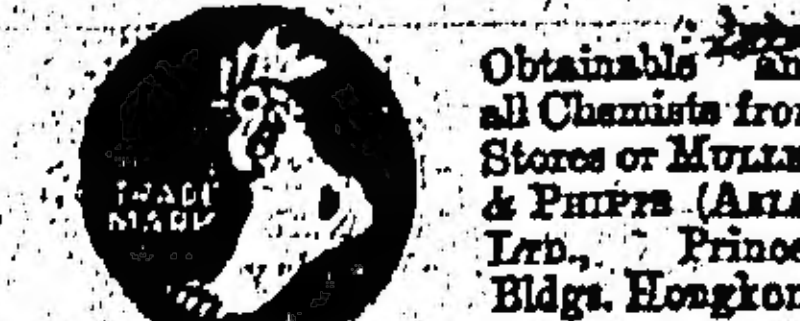
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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. W. G. Passmore	FRIDAY, July 8th, at 1 P.M.
"HAIHONG"	Capt. A. H. Stewart	TUESDAY, July 12th, at 1 P.M.
"HAIHONG"	Capt. W. Cooper	FRIDAY, July 15th, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DILWARA"	8,400	9th July	Singapore, Colombo, & Bombay
"SYRIA"	7,000	27th July	Marseilles, London & Antwerp
"KALYAN"	9,000	6th Aug.	Marseilles, London & Antwerp
"MANELA"	7,200	19th Aug.	Marseilles, London & Antwerp
"KASHMIR"	9,000	2nd Sept.	Marseilles, London & Antwerp
"KEYBER"	9,000	16th Sept.	Marseilles, London & Antwerp
"SOMALI"	7,000	30th Sept.	Marseilles, London & Antwerp
"SOUFAN"	6,700	14th Oct.	Marseilles, London & Antwerp
"SARDINIA"	6,800	28th Oct.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TORRILLA" ... 14th July ... Calcutta via Singapore & Rangoon

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	25th July	Sandakan, Thursday Island
"ST. ALBANS"	4,500	22nd Aug.	Townsville, Brisbane,
"EASTERN"	4,000	19th Sept.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,700	7th July	Amoy, Shanghai & Kobe.
"KALYAN"	9,000	11th July	Shanghai & Japan

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Tickets Interchangeable.
1st Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Dorell, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

Agents.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ARGON MARU" ... Friday 15th July

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU" ... Wednesday, 13th July.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.

"KISHU MARU" ... Monday, 1st Aug.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Saturday, 9th July.

"ARIZONA MARU" ... Wednesday, 20th July.

Omits Dairen.

NEW YORK via PANAMA—Regular monthly service, via Japan Ports, San Francisco, Panama and Cuban Ports.

"HAYANA MARU" ... Thursday, 14th July.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Kobe direct.

"JAVA MARU" ... Sunday, 10th July.

KERLING via SWATOW & AMOY—Three steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KALJO MARU" ... Sunday, 10th July.

TAKAO via SWATOW & AMOY

"GOSHY MARU" ... Thursday, 14th July.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager,

Tel. Nos. 744 & 745

No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

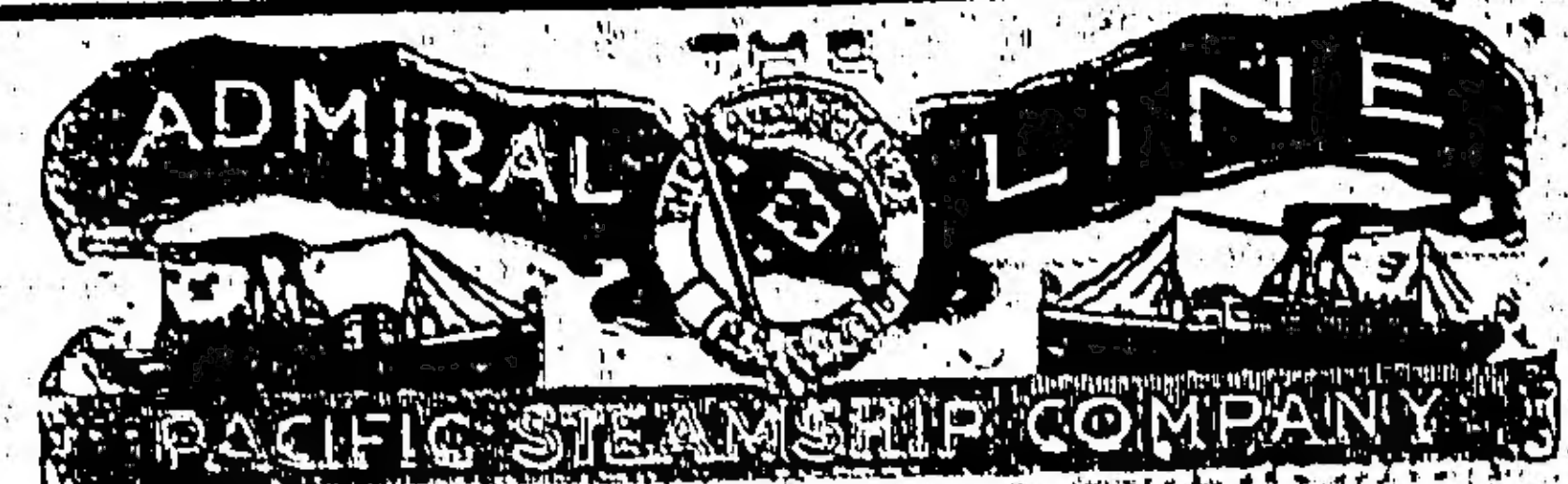
Steamer Arr. Hongkong from Australia. Lv. Hongkong for Australia.

"CHANGSHA" ... 11th July ... 14th July, 3 P.M.

Sailings Subject to Alteration.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE Agents.



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

S.S.	From Hongkong	Arrive Seattle
"WHEATLAND MONTANA"	July 27th	Sept. 2nd.
"SILVER STATE"	Aug. 13th	Sept. 2nd.
"CROSSKEYS"	Aug. 13th	Sept. 2nd.
"KEYSTONE STATE"	Sept. 2nd	Sept. 2nd.
"WENATCHEE"	Oct. 2nd	Oct. 2nd.

FOR PORTLAND DIRECT

(Calling at Shanghai, Kobe & Yokohama).

S.S. "COAXET" ... July 29nd.

FOR MANILA

(Calling at Shanghai, Kobe, Yokohama & Portland).

S.S. "MONTAGUE" ... Aug. 7th.

Through Bills of Lading issued to Overland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478.

5th Floor, Hotel Mansions. [71]



REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "CADARETTA" ... Sailing July 14th.

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

S.S. "LAKE ONAWA" ... Sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, HOTEL MANSIONS,
Telephone 2477 & 2478.PASSENGER OFFICE,
QUEEN'S BUILDING, 2, ICE HOUSE ST.

[43]

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON via Panama

S.S. "BELLFLOWER" ... to NEW YORK ... July 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE,

TELEPHONE

AGENTS

5th Floor

2477 & 2478.

HOTEL MANSIONS.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ... 20,000	On or about 18th July.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIEPOT, SUEZ & CAIRO	"PORTHOS" ... 20,000 "CORDELLIERE" ... 10,000 "ANDRE LEBON" ... 22,000 "ATLANTIQUE" ... 12,000 "PAUL LECAT" ... 20,000	During 2nd part of Aug. During 1st part of Sept. During 1st part of Oct. During 2nd part of Oct. During 2nd part of Nov.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,

Acting Agent,

Queen's Building.

Telephone 740

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA"

Aug. 20th.

For Freight and Passage, apply to—

The CHINA & AUSTRALIA S.S. CO., LTD.

Agents,

113, Cornhill Road, Central

99

Tel. 3307

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
JAPAN, SHANGHAI and MANILA	Kushima Maru	7th inst.
SHANGHAI	Kushima Maru	7th inst.
JAPAN	Kushima Maru	7th inst.
SHANGHAI	Kushima Maru	7th inst.
CANADA, U.S.A., JAPAN and SHANGHAI	Empress of Japan	7th inst.
EUROPE via Suez (Letters only)	Gregory Apar	7th inst.
London 2nd June	Kuga Maru	7th inst.
JAPAN and SHANGHAI	Mishima Maru	7th inst.
EUROPE via Suez (Newspapers only)	Mishima Maru	7th inst.
London 2nd June	Mishima Maru	7th inst.
SHANGHAI	Mishima Maru	7th inst.
JAPAN	Mishima Maru	7th inst.
SHANGHAI	Mishima Maru	7th inst.
SEATTLE	Mishima Maru	7th inst.

OUTWARD MAILS.

FROM	PER	DATE
Weihaiwei, Chefoo and Tientsin	Chinghai	Thursday, 7th, 9.00 A.M.
Swatow, Amoy and Keelung	Chinghai	Thursday, 7th, 9.00 A.M.
Japan, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO	Tyosandari	Registration, 8.45 A.M.
Amoy, Shanghai, and N. China	Soochow	Thursday, 7th, 11.00 A.M.
Amoy, and N. China	Soochow	Thursday, 7th, 11.00 A.M.
Swatow	Soochow	Thursday, 7th, 11.00 A.M.
Singapore	Soochow	Thursday, 7th, 11.00 A.M.
Hobson and Haiphong	Soochow	Thursday, 7th, 11.00 A.M.
Tourane	Soochow	Thursday, 7th, 11.00 A.M.
Pakhoi and Haiphong	Soochow	Thursday, 7th, 11.00 A.M.
Swatow, Amoy and Keelung	Soochow	Thursday, 7th, 11.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt, and EUROPE via MARSEILLES	Kuga Maru	Friday, 8th, 8.45 A.M.
Java Ports via Batavia	Tyosandari	Friday, 8th, 11.00 A.M.
Swatow, Amoy and Keelung	Tyosandari	Friday, 8th, 11.00 A.M.
Philippine Islands	Tyosandari	Friday, 8th, 11.00 A.M.
Keelung	Tyosandari	Friday, 8th, 11.00 A.M.
Shanghai, North China, Japan, Canada, United States, Central and South America and EUROPE via VICTORIA, B.C.	Arakha Maru	Registration, 5.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Bombay and Aden	Dhucara	Saturday, 9th, 9.30 A.M.
Shanghai and North China	Yingchow	Saturday, 9th, 3.00 P.M.
Swatow, Amoy and Keelung	Yingchow	Saturday, 9th, 3.00 P.M.
Shanghai and North China	Yingchow	Saturday, 9th, 3.00 P.M.
Swatow, Amoy and Keelung	Yingchow	Saturday, 9th, 3.00 P.M.
Weihaiwei, Chefoo and Tientsin	Yingchow	Saturday, 9th, 3.00 P.M.
Hobson and Haiphong	Yingchow	Saturday, 9th, 3.00 P.M.
Swatow and Bangkok	Yingchow	Saturday, 9th, 3.00 P.M.
Swatow and Bangkok	Yingchow	Saturday, 9th, 3.00 P.M.
Sandakan	Yingchow	Saturday, 9th, 3.00 P.M.
Shanghai and North China	Yingchow	Saturday, 9th, 3.00 P.M.
Swatow, Amoy, and Keelung	Yingchow	Saturday, 9th, 3.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt, and EUROPE via SUEZ	Chinghai	Thursday, 14th, 1.45 P.M.
The Parcel Mail will be closed on Thursday, 14th June, at 10 a.m.		

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"LAOMEDON"	14th JULY	London, Antwerp & Hamburg.
"MENTOR"	19th JULY	London, Amsterdam & Antwerp.
"TEUCER"	11th AUG.	London, Rotterdam & Hamburg.
"TELESIAS"	16th AUG.	London, Amsterdam & Antwerp.
"ATREUS"	30th AUG.	London, Amsterdam & Antwerp.

LIVERPOOL SERVICE

"EURYDAMES"	10th JULY	Genoa, Barcelona & Liverpool.
"YANGTZE"	16th JULY	Milnes, Havre, L'pool & G'gow.
"AGAMENNON"	26th JULY	Liverpool & Glasgow.
"EURYPIUS"	6th AUG.	Genoa, Marseilles & Liverpool.

PACIFIC SERVICE

"PROTESILAUS"	3rd AUG.	Victoria, Seattle & Vancouver.
"IXION"	24th AUG.	Victoria, Seattle & Vancouver.

NEW YORK SERVICE

"DEUCALION"	6th JULY	via Suez.
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HOMEWARD PASSENGER SERVICE

"MENTOR"	19th JULY	for London.
"TELESIAS"	16th AUG.	for London.
"ARCANUS"	7th SEPT.	for Liverpool.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 6th.

	Previous Day at 5 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.78	29.73	29.71
Temperature	85	79	81
Humidity	76	82	83
Wind Direction	East	East	East
Force	5	5	4
Weather	0	0	cdg
Rain	—	—	0.95

Highest open-air Temperature on 6th ... 85.

Lower open-air Temperature on 6th ... 77.

HONGKONG CHINESE COMMERCIAL NEWS.

Incorporated with the

CHUNG NGOI SUN PO

(Chinese Daily Press)

Published Daily under the auspices of the

CHINESE CHAMBER OF COMMERCE

Terms for Advertising (Translation fee)

Can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 121, Fleet Street, London, or from the different Agents.

Documents translated from & into Chinese.

COMMERCIAL

OPENING QUOTATIONS.

ON	PER	DATE
ON LONDON	Telegraphic Transfer	2/7 1/2
Bank Bills, on demand	2/7 1/2	
Bank Bills, at 30 days sight	2/7 1/2	
Bank Bills, at 4 months sight	2/7 1/2	
Credit, at 4 months sight	2/7 1/2	
Documentary Bills, 4 months sight	2/7 1/2	
ON PARIS	Bank Bills, on demand	810
Credit, 4 months sight	810	
ON NEW YORK	Bank Bills, on demand	62 1/2
Credit, at 60 days sight	62 1/2	
ON BOMBAY	Telegraphic Transfer	206
Bank Bills, on demand	206	
ON CALCUTTA	Telegraphic Transfer	206
Bank Bills, on demand	206	
ON SHANGHAI	Bank Bills, at sight	—
Private, 30 days sight	—	
ON YOKOHAMA	On demand	103
ON MANILA	On demand	107
ON SINGAPORE	On demand	113 1/2
ON BATavia	On demand	151
ON HAMBURG	On demand	151
ON SAIGON	On demand	79 1/2
ON HONGKONG	On demand	79 1/2
SOVEREIGNS, Bank's Buying Rate	\$ 7.40 n.	
Gold LAY 100 Rs. per tael	\$49.80	
BAR SILVER per oz.	35 1/2	

		Per cent.	
Hongkong	10 cents place	\$0.03	Premium
Hongkong	30	0.15	Discount
Canton	30	15.80	
Canton	10	0.00	

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office:

Paid-up Capital	\$15,000,000
Reserve Funds	\$2,500,000
Shares	\$1,500,000
Reserve Liability of Proprietors	\$15,000,000

Court of Directors:

G. T. M. ELLIS, Esq., Chairman.	E. V. D. PARR, Esq.,
G. M. DODD, Esq., Deputy Chairman.	W. L. PATTISON, Esq.,
D. G. M. BARNARD, Esq.,	J. A. PHILLIPS, Esq.,
A. S. GUBBAY, Esq.,	H. P. WHITE, Esq.,
Hon. Mr. P. H. HOLYKOT,	
A. O. LANG, Esq.,	

Chief Manager:

Hon. Mr. A. G. STEPHEN.

Manager: Hongkong—A. H. BAXTER, Esq.

Acting Manager: Shanghai—G. H. STER, Esq.

LONDON BANKERS:

LONDON COUNTY WESTMINSTER & PARKS BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, June 23rd, 1921. [3]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

A. G. STEPHEN, Chief Manager.

Hongkong, December 29th, 1920. [9]

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital ... £23,000,000

Reserve Fund ... £23,000,000

Reserve Liability of Proprietors ... £23,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Acting Manager.

Hongkong, March 30th, 1921. [60]

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK.)

Subscribed Capital ... Frs. 150,000,000

Paid-up Capital ... Frs. 75,000,000

Reserve Funds ... Frs. 60,000,000

Deposits ... Frs. 825,000,000

The Chinese Government Owns one-third of the Capital.

HEAD OFFICE:

74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon, Hongkong, Yunnanfu, Hankow, Shanghai, Tientsin, Canton, Peking, Harbin, Khabarovsk, Vladivostok, Fushan, Swatow, Amoy, Yokohama, Kobe, Osaka, Tokyo, Manila, Cebu, Singapore, Batavia, Sourabaya, Hongkong, Shanghai, Hankow, Kinkiang, Amoy, Fuchow, Swatow, Canton, OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON COUNTY WESTMINSTER AND PARKS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

Special facilities for French Exchange.

M. MONTAGIER, Manager.

Hongkong January 20th, 1921. [64]

THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE:

15, Gracechurch Street, London, E.C.3.

Authorized Capital ... £23,000,000

Subscribed Capital ... £21,800,000

Paid-up Capital ... £21,800,000

Reserve Fund ... £1,100,000

BANKERS:

THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:

Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Madras, Shanghai, Colombo, Kandy, New York, Singapore, Delhi, Ranchi, Penang, Galle, Kota Bharu, Port Louis (Mauritius).

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES, Manager.

7, Queen's Road Central, Hongkong, April 26th, 1921. [43]

BANQUE DE L'INDO-CHINE.

(FRENCH BANK.)

HEAD OFFICE: 15bis Rue La Fayette, Paris.

Subscribed Capital ... Frs. 72,000,000.00

Paid-up Capital ... Frs. 68,400,000.00

Reserve Funds ... Frs. 69,567,203.54

BRANCHES:

Bangkok, Hongkong, Saigon, Batavia, Hongkong, Shanghai, Canton, Nanking, Singapore, Dairen, Peking, Tientsin, Hankow, Fuchow, Penang, Pondichery.

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et de Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARBOT, Acting Manager.

Hongkong, November 1st, 1920. [66]

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$50,000,000.00

Paid-up Capital ... \$23,779,800.00

Reserve Funds ... \$7,795,022.00

HEAD OFFICE—PEKING.

HONGKONG BRANCH—20-21, Consulate Road Central. Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

London Bankers:—The National Provincial and Union Bank of England, Ltd., The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities. Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:

For 3 months, 3 per cent. per annum.

For 6 months, 4 per cent. per annum.

For 12 months, 5 per cent. per annum.

TSUYEY PEI, Manager.

Hongkong, February 7th, 1921. [73]

THE BANK OF TAIWAN.

Limited.

(TAIWAN GOV.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 60,000,000

Capital (Paid-up) ... Yen 46,000,000

Reserve Funds ... Yen 9,800,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Manji.

FORMOSA—Gimn, Kagi, Karsen, Keelung, Makung, Nanto, Fusan, Shinghai, Tientsin, Tainan, Takow, Tamsui, Tokyo, Aiko.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Fuchow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON COUNTY WESTMINSTER AND PARKS BANK.


The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

B. KONDOH, Manager.

HONGKONG BRANCH:

8, Des Voeux Road Central, Hongkong, September 1st, 1920. [41]



Asahi Beer

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY COMPANY, LIMITED,

TOKYO, JAPAN.

SOLE AGENTS:

MIITSUBI BUSSAN KAISHA LTD., HONGKONG.

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI, Direct.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN.

Telephone No. 1574. Agents. 78

ASIA BANKING CORPORATION

(AN AMERICAN BANK.)

Capital ... U.S. \$4,000,000

Surplus and Undivided Profits ... U.S. \$1,489,000

HEAD OFFICE: NEW YORK.

BRANCH: SAN FRANCISCO.

Head Office for the Orient, SHANGHAI.

BRANCHES:

CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

D. M. HIGGAR, Manager.

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THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:

St. George's Buildings, Hongkong.

Chairman of Board of Directors

Mr. WONG SHU HAM

Chief Manager ... Mr. L. S. HOLM.